

MOUTRIE'S
FOR
VICTOR
RECORDS
SPECIAL DISCOUNT



The China Mail

ESTABLISHED 1846

August 20, 1923, Temperature 79. Barometer 29.61 Rainfall 0.03 inch. Humidity 86 August 20, 1923 Temperature 80.

THE DOLLAR.
Today's closing rate 2/3 1/16
To-day's opening rate 2/3 1/16.



ALEX. ROSS & CO.
(CHINA) LTD.
Sole Agents

No. 18,959.

一拜禮 號十二月八年三十二百九千一英

HONGKONG, MONDAY, AUGUST 20, 1923.

日九初月七年亥癸次歲年二十國民華中

PRICE, \$3.00 Per Month.



40 1/2 inches HIGH
20 inches WIDE
22 inches DEEP

12 inches TURNABLE
IMPROVED VICTOR TONE-ARM
AUTOMATIC BRAKE
DOUBLE SPRING

THE NEW VICTROLA No. 80.
A REAL CABINET VICTROLA
FOR \$220.50 (\$245.00 less 10% for cash)
S. MOUTRIE & CO., LTD.
SOLE AGENTS.

EUROPE'S TROUBLES.
POINCARÉ'S LATEST PROFESSIONS.
UNITED ACTION NEEDED.
(Reuter's Service to the China Mail.)

PARIS, August 19.
A friendlier tone was manifested by M. Poincaré, the Premier, in his speech at the unveiling of a war memorial at Charleville. He declared that France would make every effort to bring her policy near that of all the Allies and would always be ready to seek with them any alleviation united action might bring their sufferings.

M. Poincaré said that nations were like individuals. He realised the necessity of uniting in great moral crises better than the un- easiness of convalescence, and although union had now saved the lives of the Allies it was still not useless.

M. Poincaré concluded by denying that the Ruhr was responsible for unemployment in Britain which had improved since last year. He de- precated indulging in controversies like that over the legality of the occupation and preferred to seek a practical solution of the problems in which all were interested.

ELECTION TACTICS.
FREE STATE PREMIER'S LEAD.
FLYING CAMPAIGN.
(Reuter's Service to the China Mail.)

LONDON, August 19.
Mr. Cosgrave, Premier of the Irish Free State, this afternoon addressed a meeting at Ennis, the scene of de Valera's arrest. There were no incidents.

Subsequently Mr. Cosgrave flew in a military aeroplane to Carlow to address his constituents.

The flight, which was Mr. Cosgrave's first, is regarded by the Clare electors as a venturesome piece of excellent electioneering and a good advertisement for the Irish air force.

DAVIS CUP PLAYERS.
JAPAN VISIT LIKELY.



THE BUDD TIE
Easy to tie.
No superfluous material.
Smart appearance.
Stocked in Black silk and White Pique for evening dress wear, also Fancy silk in various colours for day wear.
Full instructions "how to tie" on request.

MACKINTOSH & CO., LTD.
Men's Wear Specialists.
Alexandra Building, Des Voeux Road.

Have you noticed how the cockroaches are increasing again? That is because you are not using
FLETCHER'S BEETLE VIRUS.
You can keep your house clear of these pests, if you apply the virus occasionally. And remember the Sole Distributors are
Tel. C. 345. FLETCHER & CO., LTD. Tel. C. 345. THE PHARMACY.

Tel. Central 2313 P. O. Box 530

HAWTHORNE & PEARSON
Ladies' and Gentlemen's Tailors
and
Breeches Makers

St. George's Building, Ice House Street.
(Next door Café Wiseman.)

SWATOW TRADING CO.
Tel. Central 3303, 8, Hongkong Hotel Building
MANUFACTURERS
of Handsome Chinese Linen Draw-work and Embroideries
SALERS IN ALL KINDS OF SILK GOODS.
Mandarin Costumes of Various Design and Pewter-ware.

MAH-JONG!



The Game which has become the rage of the whole world.
Take a set home to-day and you will quickly become an enthusiastic exponent.

We have the best selection in South China.

SWATOW LACE COMPANY.
No. 17A, Queen's Road, Central.
Manufacturers of
SILK EMBROIDERIES, SWATOW-DRAWN WORK, LACES, etc., etc.
Phone C. 1468. (Hing On Furniture Store).

DONNELLY & WHYTE.
WINE MERCHANTS.
Tel. Cen. 638. Tel. Cen. 638.

When someone tells us "I'll come back"
HE USUALLY DOES
(without comments)
J. ULLMANN & CO.
34, Queen's Road Central.

LOCAL AND GENERAL.
Lane Crawford's announce that they have a large selection of tea, dinner and toilet-sets.

The Steam Laundry Co., Ltd., announce delay in their deliveries, due to Typhoon damage at their works.

In the gliders competition at Yauville, cables Reuter from Paris, Simop remained in the air 47 mins. 35 secs.

The regular monthly meeting of the M. C. E. Engineers' Guild of China is to be held to-morrow at 5 p.m. at the Guild Office.

The Home dock strike has ended, following meetings of the strikers in London deciding to resume on Tuesday, cables Reuter.

During the month of July 13,481 Chinese arrived at Singa- pore, and 5,524 left for China. The total arrivals this year, for the first seven months, are 96,756, the de- partures 43,154.

On Saturday, Detective Ser- geant Lam Kwan raided the first floor of No. 238, Main Street, to Kwa Wan, and there seized a quan- tity of coinage apparatus together with over thirty counterfeit coins of Hongkong one cent pieces. This morning a Chinese was charged before Mr. C. D. Melbourne with being on the premises and the case was formally remanded.

The Hongkong correspondent of the Eastern Times, one of the Shanghai vernacular papers, gives us the largest fish story of the season. His story concerns a giant carp captured in the waters of the Colony, and he reports that the fish, which weighed more than 100 catties, could speak. When asked, it said that the political situation in Canton would be settled within three months if the fishermen would let it loose. This request was acceded to and the fish received his freedom.

The Tientsin properties of Reiss Brothers Ltd., in liquidation, were sold at the offices of L. Moore & Co., Ltd., Bristow Road, to a Chinese Group represented by Mr. Lee, compradore of the Eastern Trading Company, China. The price, says the M. C. Star, was Tls. 181,000. The Chinese group is said to be a new purely native firm, called the Tientsin Press Packing Co., recently promoted. Mr. W. J. Wainwright was the only other interested bidder near the closing price, having bid Tls. 180,500.

The Hongkong correspondent of the Straits Times wired that following the sensational murder of a Chinese detective in a main street there, the Government are increasing the penalties for unlaw- ful possession of arms to ten years' hard labour and a flogging. The law will be enforced with the utmost rigour. The Straits Times headed the telegram with the words, "Necessary in Malaya." The position in Hongkong, close to the lawless mainland of south China, differs very much from that of Malaya, comments the Malay Mail, but it does seem that the present fine of \$100 for the illegal possession of arms is inadequate.

OVER A CLIFF.
TERRIBLE MOTORCAR ACCIDENT.
(From Our Own Correspondent.)

SINGAPORE, Aug. 18
A motor car went over a cliff at Penang last night. Mrs. Coombs, a European lady who recently arrived from Shanghai, was killed.

WINNERS.
PROGRAMMES WORTH FIVE DOLLARS EACH.

The holders of the following theatre programmes are requested to forward them to the China Mail office when a coupon the value of \$5 will be issued which may be changed for goods to the same value with any of the advertisers in the China Mail.

Star Theatre Programme No. 341 issued Thursday, August 16 to Saturday, August 18.
World Theatre Programme No. 939 issued Wednesday August 15 to Saturday August 18.
Patrons of the three Cinema Theatres, the Coronet, Star and World are advised to retain their programmes and study the number to be found on the front page.

SOCIAL AND PERSONAL.
The China Mail regrets to learn that Mr. R.A.C. North of the Government Service is an inmate of the Government Civil Hospital.

The names of Mr. Lu Tak-chung, Mr. A. J. Lane and Mr. J. L. Adams have been added to the list of Authorised Architects.

According to news received from Yunnanfu, states Reuter, Mr. Weatherbe has escaped from the bandits. Troops have been despatched to search for him and escort him to Yunnanfu.

The wedding took place in Yokohama on August 11, of Mr. Robert E. McCann, of Shanghai, and Miss Flora Kerr of Los Angeles.

Sir Hugh Clifford, Governor of Nigeria, has arrived in England from West Africa and will remain at home until September. Sir Hugh married as his second wife Mrs. Henry de la Pasture, the wife of Peter's Mother, and other well-known novels.

The death is reported of Milena, the ex-Queen of Montenegro. King Nicholas of Montenegro was de- ported in 1918, and died in 1921, his country being united with Jugo- Slavia. Among the daughters of the King and Queen is Queen Helen of Italy.

A London cable message an- nounces the death of the Marquis of Cholmondeley, P.C. He was born in 1858 and he married in 1879 Winifred Ida, daughter of the late Colonel Sir Robert Klagescott, K.C.B. The Marquis was a Joint Hereditary Great Chamberlain. He left two sons and one daughter.

CARNIVAL DEBRIS.
100 MEN'S EIGHT HOURS CLEARING UP.

Brighton Carnival ended in a whirl of excitement. The three miles of promenade and drive from the western boundary to Black Rock was crowded for hours with boisterous revellers, and confetti, coloured paper streamers, and the like filled the air. A fireworks display put the official flashing touch to the festivities, but hun- dreds kept up the revels until day-break.

When the last revellers had gone, Corporation workmen, accompanied by steam wagons, lorries, and dustcarts, arrived to remove the debris of the frolic. The whole of the front, the pro- menade, and several of the main streets were inches deep with con- fetti and tumbled masses of paper streamers. The coloured refuse was swept into piles 5 ft. high and taken to the Corporation destructor.

The work occupied more than 100 men for more than eight hours, and there were still many streets to be cleared. "There must have been at least 300,000 people on the frigid said Mr. Mills, a Corporation fireman. "The Corporation dust- carts were buried under the piles of rubbish. Over 250 loads were collected and more than 10 tons of confetti were swept up, and the hundreds of thousands of streamers used in the revels would stretch at least three times round the earth."

It is estimated that almost 500,000 people were in Blackpool on the closing day of the Blackpool Carnival, and that nearly all of them assem- bled on the front in the evening. Many thousands were in fancy dress. After the revels great crowds swarmed to the railway and motor-coach stations. At the former the gates were closed owing to the hopeless overcrowding, and many people scaled the high walls to gain admission.

FIRST TYPEWRITERS.
FOUR HOURS TO TYPE 150 WORDS.

An interesting exhibition is now open at the Science Museum, South Kensington, showing the develop- ment of typewriters from 1820 to the present year. There is also a specimen copy of the first letter ever typed. It was typed by an American in New York in 1830. It is estimated that the first letter of not more than 150 words took over four hours to type. The early typewriters are heavy, cumbersome in- struments usually made with a piano keyboard. One invented in 1865 is nearly 3 ft. square, and could only take a sheet of paper 2 1/2 in. by 4 in., smaller than a postcard. One is shaped like a barrel. The first machine that could type quicker than one could write was not invented until 1866. Many of the early machines weigh more than 20 lb., and can only type capital letters. Figures in the very early machines were unknown. There are 50 exhibits in all. So great is the demand for typewriters nowadays that they are being made at the rate of 75 per hour as com- pared with two a year 50 years ago.

For Home and For Everybody

"WHITE MOUNTAIN" FREEZERS

OBTAINABLE AT
THE WING ON CO., LTD., HONGKONG.

GINS & LIQUEURS
FROM
ERVEN LUCAS BOLS.
CALOBECK, MACGREGOR & CO., LTD.,
15, Queen's Road Central. Tel. Central 75.

FOOK WENG & Co., Just Opened!
EXPORTER OF
Swatow Drawn-thread Work and Canton Embroidery in finest Quality of silk and linen.
Dealing in Ivory, Brass, Pewter, Cloisonne and Lacquer.
Mandarin Costumes and Shawls are our most popular stocks.
All goods Fresh and Moderate in price.
No. 13 Queen's Road Central, Hongkong.

ECONOMY IN COAL.
Fuchuen Lamp Coal stands for economy in Coal sales. All Lamp Coals have a large percentage of dust which are PRACTICALLY WASTE. The dust in FUCHUEN Lamp Coals is also large as they are our own mines. Fuchuen Lamp Coal burns steadily and is therefore a desired ECONOMY.

KEUNG YIP & CO.
Coal Merchants & Contractors - 31, Queen's Road Central - Tel. Central 576. Cable address "Kian-chen" Sole Agents for Fuchuen Coal.
We stock in our godowns 15 grades of other Fuchuen Coal.

MEE WAH KNITTING & DYEING CO.
General Knitter & Dyer.
Manufacturers of Woolen Slippers, Jerseys, Sweaters & all kinds of Underwear.
No. 1-15, Causeway Bay. Telephone Central 1301.
Manager: - YKUNG FORWANG.

We are manufacturers of
Felt Hats, Straw Hats, Linen Hats, Topcoats, etc.

Manufactured in HONGKONG by the
NAM YUET HAT FACTORY
25-26, Shumikwan Road.

THE YUEK WO STORE.
HAYBOY Repairs.
Engineering & Building Contractors, General Repairs & Shipbuilders.
Office No. 28, Tring Miao Street, Phone Central 500.
Wanchow, Canton Road, Kowloon, Phone Kowloon 121.
Prop. T. F. LEUNG. Manager: F. H. KUNG.

LAMMERT BROS.

**APPROPRIATE APPRAISERS
AND SURVEYORS**
Public Auctioneers

THE Undersigned have received instructions to sell by Public Auction, on
MONDAY, Aug. 20, 1923,
commencing at 5.15 p.m.
at their Sales Rooms, Duddell Street,
An Old Collection of Postage
Stamps
(Really being broken up)
Catalogues will be issued.
On view from Saturday, the 18th
August, 1923.
Terms:—Cash on delivery.
LAMMERT BROS.,
Auctioneers,
Hongkong, August 15, 1923.

**PARTICULARS AND CONDITIONS
OF SALE**

of the
STEAMSHIP "CHERIANG"
now lying at "Shun Shui Po"
to be sold by
Order of the Mortgagee
by
PUBLIC AUCTION
on
TUESDAY
the 21st day of August, 1923
at 3 o'clock p.m.
IN ONE LOT
by
Messrs. LAMMERT BROS., Auctioneers
At their Auction Rooms in Duddell St.

The Ship is of 985 2 tons gross and
535.4 nett tonnage. Her length is 190
feet or thereabouts. Beam 33 feet or
thereabouts, draft 13 feet 9 inches or
thereabouts and horsepower 252.
For orders to view, apply to Messrs.
LAMMERT BROS., the Auctioneers.
For further particulars,
Apply to:
Messrs. JOHNSON, STOKES &
MASTER,
Princes Buildings
or to
Messrs. LAMMERT BROS.,
the Auctioneers,
Duddell Street,
Hongkong, August 11, 1923.

PROPERTY SALE POSTPONED.

Messrs. LAMMERT BROTHERS
have received instructions to postpone
indefinitely the Public Auction
(by order of the Mortgagee) of
**The Valuable Leasehold
Properties**
Situate at
Victoria, in the Colony of Hongkong
and known as:

Inland Lot No. 2,155 together with
No. 249, Des Voeux Road West
thereon; Section F of Inland Lot No.
99 together with 30, Hillier Street
thereon; Section C of Inland Lot 1,421
together with No. 20, Square Street
thereon; Sections A and I of Marine
Lot 239 together with No. 24, Belchior
Street thereon.

Hongkong, August 8, 1923.

**THE CHINA INDUSTRIAL
CO'S STORE.**

35 Wing Lok Street,
Opposite World Theatre

Stylish Ladies' & Gentlemen's Footwear



THE TIN YIN HONG CO.

Shoe Store
17 Battersea St. Central,
7 Lower Lado Road,
Every purchaser will be entitled to one of
our leather and shoe cream gifts.

LEE KEE

ESTABLISHED 1896

**BATHS & BATH-ROOM
ACCESSORIES.**

Estimates furnished
free of charge.

Office: 21, Wellington St.

C. E. WARREN & CO., LTD.

SANITARY ENGINEERS
AND MECHANICAL

Offices and Showrooms,
20, Wanchai Road Hongkong.
Tel. Central No. 200

Large stock of
BATHS and BATH ROOM
FURNITURE,
LAVATORY BASINS, FLUSH
CLOSETS,
COMMUNES, RIVETS, &c., &c.

OPEN & CLOSED STOVES, COOKING
RANGES, TILED GRATES.

AMERICAN & ITALIAN MARBLE
MEMORIALS—Also in polished
Hongkong Granite.
A large selection of Artificial
Wrists.
Prices on Application.

JUST RECEIVED

a fine assortment of
CATHOLIC PRAYER BOOKS,

in
**ENGLISH, PORTUGUESE
AND SPANISH,**
from 50 cents to \$20 each.

GRACA & CO.,

Dealers in Religious Articles,
Philatelic Goods, Garden Seeds &c.
No. 10, Wyndham Street,
P. O. Box 623 Hongkong.

SHOEMAKERS.

(Japanese Hand Made)

Every kind of Footwear.
MADE TO ORDER.

**CHERRY & CO.**

6, D'ARQUILL STREET,
Opposite Kowloon Ferry & Co.
Telephone Central No. 491
Hongkong, March 20, 1914.

YEE SING.

**GENTLEMEN'S
TAILOR**

Tel. 1882 12, Wellington Street.

WING FAT CHEUNG

SPARROW CARDS (MA JONG)
FOR SALE. CARDS MADE OF
IVORY AND FISH BONE.
No. 278, Queen's Road Central
HONGKONG
No. 39, Man Eam Street East.

ASAHI BEER

SOLE AGENTS
MITSEN BUSMAN RAISHA



"Beautifully cool and Sweet Smoking"

CAPSTAN

NAVY CUT

TOBACCO.



This advertisement is issued by the British-American Tobacco Co. (China), Ltd.

ODDS AND ENDS.**MAINLY SCISSORS LOOT.****Australian Oil Drill.**

An Australian well-drilling rig was shown in motion in the workshop of a Melbourne manufacturing firm, in March. This drill, which was designed and constructed in Melbourne, is the largest that has been made throughout in Australian conditions. One feature of it is its portability, for, in spite of its great size, it can easily be taken to pieces when it is desired to move it. The builders, who have drilled 3,000,000 ft. in Australia, will take the drill to Tasmania for the purpose of testing the field of the Mersey Valley Oil Coy. The drill, which is designed on the percussion system can put down a bore 6,000 ft. deep and 12 in. diameter.

Australian Cotton.

The Australian cotton crop this season will mean the distribution of over £1,000,000 amongst the farmers and workers of Queensland, in addition to an indirect impetus to various industrial activities. The farmers who are growing cotton number approximately 12,000, compared with 1,600 last year, and the acreage under the plant is expected to be 80,000 or 90,000. The cotton export of the Queensland Department of Agriculture reports that practically all the samples of new season's cotton are clean, fine and of good strength. It is claimed by the Cotton Association that the season has proved that cotton will develop and flourish where other crops will fail.

"Star Spangled Banner."

On the recent occasion of Flag Day and with the approach of the Fourth of July, some public speakers and writers have attempted to revive interest in the subject of Francis Scott Key's ballad, "The Star-Spangled Banner," and have mistakenly referred to it as our "national air." August E. Stetson writes in the *New York American*: Before voicing their sentiments in regard to the poem written by Key, they should have ascertained the fact that Congress has repeatedly refused to adopt this bombastic song as our national anthem despite the persistent efforts of those who desire to foster unity between Great Britain and America, and who are aware that Key's venomous hymn, which is permeated with poisonous hatred, "bombs bursting in air," and the horrors of carnage, is useful for their fell purpose. What could move those who defend Key's anthem, "The Star-Spangled Banner," to give expression to sentiments, at whose fulfilment, true Americans must revolt? What mental influence has effected this result? The mental animus which gave birth to this ballad, through Francis Scott Key, and which is struggling to sustain it, is entirely foreign to America and must return to its native soil.

The Chained Dog's Right?

Two things above all others the dog craves for (says the editor of the "Medical Press and Circular")—human companionship and liberty. Its love of liberty is shown by its ecstatic frolics when released from the chain. The enforced idleness of a chained-up dog begets boredom and often savagery. Sometimes the chain in kept short and the supply of water curtailed for the very purpose of making it savage; for the more savage it is the more it is prized as a watch dog. But the value of a watch dog does not lie in its savagery. Its value lies in its being able to give the alarm by barking when a stranger approaches. A dog which is kept on the chain is apt to bark continually from chronic irritation and boredom, and the value of his bark as a signal is correspondingly lessened. One cannot go through a village in England without having one's ear assailed by the exasperated bark of some chained-up dog. I understand that the owner of a dog kept on the chain is compelled by law to release it for an hour every day. If there be such a law it is certainly no complied with.

Soviet Russia On The Screen.

Most countries utilized the cinema for their purposes during the war, and are still utilizing it as a means of propaganda. Films on Russian life are now appearing, and have already been partly successful in breaking down the barriers of falsehood and misunderstanding of the life of the Russian people. A few films are already appearing in Germany, Holland, America, and Czechoslovakia, which have received comparatively little notice from the great newspapers of those countries but which nevertheless attracted much popular attention. These were made and handled by the International Worker's Relief. Chief among them are "Polikushka," "Five Years of Soviet Russia," and "Soldier Ivan." Other films are at present in course of preparation, including "The New Russia" and "The Red Army," and will give a graphic insight into the development and the ordinary life of the peasants, factory workers, and army. The films already distributed have been shown in some of the biggest cinema shows in Germany and America, as well as in other countries.

Novel "Scene in Court."

Within the walls of the Palais de Justice there has been enacted a scene noteworthy even in the annals of the French law courts. Mr. Harry Piller, Mlle. Rahnia, and Mlle. Zulaika, against whom the Commissaire de Police has formulated charges of contravention of public decency on the stage, appeared with their counsel before the Juge d'Instruction, and in the course of the proceedings Mlle. Rahnia gave the court a demonstration of the scene, for when the lady, anxious to show that there is no ground for the Commissaire's allegations, flung off her fur coat it

was seen that she was arrayed in a simple yet adequate morning robe, and not in her stage attire. That, it was playfully suggested, was perhaps in her vanity bag. In graceful and rhythmic movement—though, unfortunately, the ravishing music of Debussy was missing—the actress explained the poetic symbolism of every point in the dance, and the enchanted court must have imagined itself assisting at the performance of a sylvan scene, fragrant with the atmosphere of pastoral naivete. Not only was the court charmed, but Mlle. Rahnia came away with many warm expressions appreciative of the chivalrous courtesy extended to her. "Frightened?" she exclaimed indignantly to a questioner, "Why I never dreamt a law court was such a delightful place. And the Juge d'Instruction—what a perfectly charming man he is!" The report founded on the evidence of this hearing will be awaited with great public interest.

"That Fellow Doyle."

Sir Arthur Conan Doyle, who recently created a great sensation in New York by producing a remarkable spirit photograph showing faces floating above the Cenotaph in Whitehall during "the great silence," has incurred the displeasure of Mayor Hylan of that city. The mayor's criticism of "that fellow Doyle and his spiritualistic beliefs" has provoked a spirited rejoinder from Lady Conan Doyle. In the absence of her husband from New York, she declared that "the mayor would be wise to refrain from expressing an opinion on a subject of which he knows nothing, or he will be classified with the scoffers of the first railway and with those who laughed at the flying machine." Lady Doyle suggested that it would better become the mayor, as representative of a great city, to learn to speak properly of an honoured citizen of a great country. She recommended that he should pay more attention to the condition of New York streets, which are dirtier than those of any city she had visited in 23 countries.

New Vaccine for Typhoid.
Apropos of the Pasteur centenary, it is of interest to note that one of the staff of the Pasteur Institute, M. Besredka, who has made a special study of typhoid fever in relation to the army, has invented a vaccine in the form of pills, and it is claimed for this internal absorption that the patient is immune from the disagreeable symptoms and reactions so often following the common method of inoculation. The "entero-vaccin bilie" prepared by M. Besredka was used in a recent typhoid epidemic in the Pas de Calais Department by Dr. Louis Vaillant with, it is claimed, the most satisfactory results, and a group of medical men are now urging that this internal absorption method should be adopted in place of injection under the skin.

G. FALCONER & CO., LTD.

WATCHMAKERS & JEWELLERS.

Hotel Mansio

Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.

LONG HING & CO., PHOTO SUPPLIES,
DEVELOPING & PRINTING A SPECIALITY.
No. 174, QUEEN'S ROAD CENTRAL, HONGKONG.

HOTELS & CAFES.**LEADING FAR EASTERN HOTELS**

HONGKONG: Hongkong Hotel Peak Hotel
Repulse Bay Hotel
SHANGHAI: Astor House Hotel Palace Hotel
Grand Hotel Kales
PEKING: Grand Hotel des Wagon Lits

The Hongkong Hotel Co., Ltd.
In conjunction with
The Shanghai Hotels, Ltd.
and
The Grand Hotel des Wagons Lits, Ltd.

Tel. Cent. 812. **CARLTON HOTEL.** Tel. Add: "Carlton."
The Only American Hotel in the Colony.
Nice and quiet yet only a few minutes' walk from the Banks, and
Central Districts. 43 Bedrooms. Excellent Cuisine. Scrupulously clean.
Under American Management. A new Dining Room has been opened at
No. 2, Queen's Road (1st floor). Entrance from House St. Tiffin a specialty.
For terms apply to Mrs. F. E. CAMERON, Proprietress.

PALACE HOTEL KOWLOON

Recently renovated and refurbished, electric light and fans throughout
and entirely under new management. Cuisine under the personal supervision
of the proprietor, Bar and Billiard Rooms. Terms moderate. Special terms to
families on application to
Telephone Kowloon 3. Telegraphic Add: "PALACE."
J. H. O'KEEFEY, Proprietor.

THE KOWLOON HOTEL

HANKOW ROAD.

OPENING 1st SEPTEMBER.

First Class and most up-to-date Residential and Tourist Hotel.
Six Stories of commodious large and airy rooms with every modern
appliance. Elevator to every floor and to Roof Garden. Hot and cold
water, Electric lights, Fans and Bells throughout. Exceptionally well
ventilated Bar and Billiard Rooms. Moderate tariff and most excellent
cuisine supervised by experienced chef. Monthly and Family rates can
be arranged on most reasonable terms.
For terms apply to Mrs. J. J. BLAKE, Manageress.

HOTEL "ASIA"

WEST BUND, CANTON.

Leading Hotel in South China.

First class Accommodation. Electric Lights, Fans and
Elevators. Roof Garden. Hairdressing Saloon.

Splendid Views of City and Pearl River.

Excellent Cuisine. Moderate Rates.

Under the Management of the
SUN OO, LTD., CANTON.

KING EDWARD HOTEL

CENTRAL LOCATION
ALL ELECTRIC TRAMWAYS Pass Entrance, Elec-
tric Lifts, Fans and Bells, European
Baths and Sanitary Fixtures, Hot and Cold
Water, Bathing throughout. Best of Food and
Service.
Tel. Cent. 174. Telegraphic Address: "VICTORIA."
J. W. WELSH, Manager.

THE NEW VICTORIA CAFE

THE HOUSE FOR GOOD EATS

Times and Dinners
(Menu and A La Carte)
at all hours.

Bakers and Confectioners.
Cakes made for parties etc.
Tel. Central 2667.
24, Des Voeux Road
Central.

ASTOR HOUSE HOTEL

Queen's Road Central.

NEW DINING ROOM opened for
Breakfast & Lunch.
Excellent Cuisine.
Monthly Tickets for Times & Dinners.
For further particulars apply to
THE MANAGER.
Hongkong, May 1, 1924.

JAPANESE MASSAGE

N. AKAI
Graduate of Tokyo Massage School,
Nos. 9-10, Praya East, Wanchai.
Tel. Central 2630.

MASSAGE

K. SAKAI,
T. KANAMORI
18, Praya East, 2nd Floor.

MASSAGE.

Mrs. KONDA, Mrs. KISAKI and
R. SHIMIZU.
No. 24, Wyndham Street
(Opposite to the China Mail)

'ANG YUE, Dentist

Residence at
the late SIEN TING,
14, D'Arquill Street.
TERMS VERY MODERATE
Consultation Free.

INTIMATIONS.

HONGKONG PHILHARMONIC SOCIETY.

A GENERAL MEETING of the Society will be held at the St. John's Cathedral Hall, on MONDAY, 20th August at 5.30 p.m. It is hoped that all members will endeavour to attend—others interested in music are cordially invited.

E. BULLOCK,
Hon. Secretary.
Hongkong, August 7, 1923.

ANNOUNCEMENT.

MESSRS. HOLYOAK, MASSEY & CO., LTD. have this day been appointed Sole Distributors in Hongkong and South China for the Products of the WESTINGHOUSE ELECTRIC INTERNATIONAL COMPANY. Our Representative, Mr. W. M. VERNOR, will make his headquarters in the offices of the Distributor, Queen's Buildings, WESTINGHOUSE ELECTRIC INTERNATIONAL CO., E. L. McCLOSKEY, Manager for China. Hongkong, August 8, 1923.

THE HONGKONG ROPE MANUFACTURING COMPANY, LTD.

AN INTERIM DIVIDEND OF ONE DOLLAR (\$1) per share for account 1923 will be payable on THURSDAY the 23rd, August 1923. Shareholders are requested to apply for Dividend Warrants at the Company's Office, St. George's Building, Hongkong. THE TRANSFER BOOKS of the Company will be closed from TUESDAY the 14th August 1923 to THURSDAY the 23rd August 1923 both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, August 7, 1923.

MARTIN'S
APIOL-STEEL
PILLS

A French Remedy for all ailments of the system. It is a powerful purgative, and is the only medicine that can be taken without any danger. It is the only medicine that can be taken without any danger. It is the only medicine that can be taken without any danger.

MARTIN'S
APIOL-STEEL
PILLS

WHY BUY FOREIGN MADE SUITCASES.

When we sell Shanghai Manufactured Suitcases?

They are Cheaper and More Durable.

CHAO CHEUNG TRUNK CO.
(Opposite Yaumatei Ferry, Praya)

SWAY HOUSE

HAT MAKER.

No. 18, Wyndham Street.

THE HONGKONG HOTEL CO., LTD.

ANNOUNCEMENT.

OWING to the receipt of numerous complaints from patrons as to the inconvenience of various members of the Staff of the Hotel under the Management of this Company in Hongkong, such complaints being to the effect that "Cash" has been demanded in satisfaction of Liquors supplied, and patrons thereby inconvenienced by not being allowed to sign "chits," we beg to draw the attention of our clients to the terms of the Liquors Ordinance, 1917, an extract from which is hereby given:—

- In this Ordinance,
 - "Cash" means any coins or notes current in the Colony.
 - "Sale" includes any transaction in which intoxicating liquor is supplied for any consideration whatsoever, direct or indirect.
- Subject to the provisions of sub-section (2) of this section, no person shall sell any intoxicating liquor for consumption on or at any licensed premises except for cash.
 - any sale by the proprietor of an hotel to a person residing at the hotel;
 - any sale by the proprietor of an hotel of liquor to be consumed in the dining room of the hotel at one of the regular meals of the hotel or of liquor to be consumed in conjunction with any other bona fide meal for which a charge of at least thirty cents can be reasonably made;
 - any sale in accordance with the conditions of his licence by the holder of a restaurant adjacent licence.
- Where any intoxicating liquor is sold by a servant or employee in contravention of section 3 of this Ordinance the employer, whether a natural person or a body corporate, shall be deemed to be guilty of an offence against this Ordinance unless he proves affirmatively that the sale was against his express orders and without his consent or connivance.
- Every person to whom any liquor is, to the knowledge of such person, supplied in contravention of this Ordinance shall also be guilty of an offence against this Ordinance.

The co-operation of our Patrons, with a view to assisting us to carry out the provisions of the Liquors Ordinance, is respectfully requested.

FOR AND ON BEHALF OF
THE HONGKONG HOTEL COMPANY, LTD.
WALTER J. HAWKER,
Secretary.
Hongkong, 15th August, 1923.

WANT ADVERTISEMENTS

25 WORDS 8 INSERTIONS.
\$1. PREPAID.
Every additional word 4 Cents for 3 insertions.

TO LET.

TO LET—European flats in Lee Building, Wanchai Gap Road. Apply to 32 Kennedy Road.

TO LET—Two Office Rooms centrally situated. Apply P. O. Box 259.

FOR SALE.

FOR SALE—by private Treaty a valuable land at Kowloon with sea frontage having a total area of upwards of 97,000 square feet. For particulars apply to JOHNSON STOKES & MASTER, Solicitors, Prince's Building.

FRENCH LESSONS

G. MOUSSON
15, Morrison Hill Road.



Building a Baby

Mother—your baby's body is being built now for life. To-day you can influence his future health, in a way you can never do when once the muscle and nerve tissues are developed and the bones are set. The material out of which the body is built is food and fuel only, but it must be suitable to the infant's power of assimilation.

Virol is a food that has been specially designed by Medical Experts and Food Specialists to meet the particular requirements of growth. It contains just those vital principles which play so mysterious a part in transforming food into living tissue.

Virol with milk supplies in correct proportions all the elements necessary for healthy development; and also increases baby's power of resistance to disease.

VIROL
Used in more than 3,000 Infant Clinics and Hospitals.
VIROL LTD., HANGER LANE, EALING, LONDON, W.2.

MAIL WEEK NEWS.

ITEMS FROM FAR AND NEAR

The Washington Naval Treaty was ratified by the French Chamber by 411 votes to 96.

Spread by a wind of hurricane force a fire has swept the goldfield camp of Nevada.

Martial law has been abolished in Egypt, an Act of Indemnity promulgated, and an amnesty granted to political prisoners.

General Degoutte, the French Commander-in-Chief in the Ruhr, has been awarded the Grand Cross of the Legion of Honour.

The King and Queen gave a luncheon to the senior officers of the Fourth Swedish Battle Squadron, now visiting British waters.

It is officially announced in Moscow that Krassin has been removed from his position as head of the Russian Trade Delegation in London.

Sir Auckland Geddes, who has improved considerably in health since his arrival in England, was received in audience by the King at Buckingham Palace.

The Scottish Licensing Bill, which has been introduced by the Earl of Wemyss, was on the order paper of the House of Lords for second reading, but was postponed.

The honey producers of Ontario, Canada, have been well organised into a co-operative society, which, it is believed, now controls an annual output of about three million pounds of honey.

A French police official, M. Paléologue, who had gained the proud title of the "Guardian of Kings," a nickname given him by King Edward VII, has just died at his home in Asnières, a suburb of Paris.

Sir Joseph B. Robinson's collection of pictures by old masters realised £205,741, a new record for a one-day sale at Christie's, the great figure of 19,000 guineas being obtained for Franz Hals's "Portrait of a Gentleman."

At the final session of the Conference of the National Union of Railwaymen, Mr. J. Marchbanks, Glasgow, was re-elected President. Mr. J. H. Thomas, referring to dockers' strike, said there must be no "butting in" by railwaymen.

At Whitehaven when 58 men and women were remanded on charges of rioting, Superintendent Melville described the town as a little hell, and said that several policemen were struck with missiles before the first baton charge.

The Earl of Northesk has left hospital at Buffalo (N.Y.) and gone to the home of Miss Jessica Brown's father-in-law. Miss Brown, says the *General News* states that there will not be any discussion about the marriage until the Earl has entirely recovered his strength.

Earl Winterston, the Under Secretary for India, replying to the debate in the House of Commons on Indian Finance, said for the first time for some years India had a balanced Budget, and that would enormously enhance the prestige and credit of the country.

MARKET PRODUCE IN HONGKONG.

APPROXIMATE RETAIL PRICES.

Butcher Meat.

	August 18 1923.	1918.	June 1914.
Beef, Sticks, — Mal Long Pa .. lb.	30	24	12
Prime Cut	30	24	12
Corned, — Ham Ngan Yek ..	23	20	12
Roast, — Shio	24	22	12
Breast, — Ngan Nam	21	20	18
Soup, — Tong Yek	56	20	18
Steak, — Ngan Yek Pa	30	24	22
Steak, Sticks, — Ngan Lan ..	38	30	35
Ham, — Ngan Cheung	20	28	20
Salmon, — Ngan No per set ..	12	10	12
Tongue, fresh, — Ngan Li each 49	60	60	60
Tongue, corned, — Ham Ngan Li each .. cents.	60	60	60
Head, — Ngan Tan .. each 1.00	1.00	1.20	1.20
Heart, — Ngan Tan .. lb.	18	13	14
Hump, Salt, — Ngan Kin ..	26	20	18
Feet, — Ngan Kien .. each 12	10	12	12
Kidney, — Ngan Yek .. lb.	12	10	12
.. Ngan Mei ..	22	20	22
Liver, — Ngan Kien .. lb.	18	13	14
Tips (undressed), Ngan To lb. 2	6	7	7
Calves Head and Feet, — Ngan Tan .. each 1.20	1.00	1.00	1.00
.. Ngan Tan ..	40	28	25
Leg, — Young Fat	40	28	25
Shoulder, — Young Fat ..	36	24	24
Saddle, — Young Fat ..	40	18	—
Pig's Chitterlings, — Chiu Cheung ..	36	25	27
Brains, — Chiu Cheung ..	3	22	12
Feet, — Chiu Cheung .. lb.	15	15	—
Fry, — Chiu Cheung	18	20	18
Head, — Chiu Cheung	18	10	8
Heart, — Chiu Cheung	12	10	8
Kidney, — Chiu Cheung	12	10	8
Liver, — Chiu Cheung	35	30	24
Pork Chop, — Chiu Cheung ..	30	25	27
Leg, — Chiu Cheung	32	28	27
Loins, — Chiu Cheung	18	21	—
Fat or Lard, — Chiu Cheung ..	22	21	—
Sheep's Head and Feet, — Young Fat .. each 75	60	70	70
Heart, — Young Fat .. each 10	8	7	7
Kidney, — Young Fat .. each 15	12	10	10
Liver, — Young Fat .. lb.	49	35	25
Sucking Pig, to order, — Chiu Cheung ..	25	25	25
Suet, Beef, — Shang Ngan Yek ..	20	20	18
Mutton, — Shang Ngan Yek ..	40	28	24
Veal, — Ngan Tan Yek	24	30	18
Ham, — Ngan Tan Cheung ..	28	30	20
No. 1 .. lb. 50	—	—	—

Fish.

Sardel, — Ka Yu lb.	50	19	24
Bream, — Pin Yu	32	20	18
Canton Fresh Water Fish ..	31	18	16
.. Ho Si Yu ..	31	18	16
Carp, — Li Yu	38	16	27
Codfish, — Chik Yu	40	12	13
Codfish, — Man Yu	38	30	25
Crabs, — Hal	45	23	28
Crabs, — Hal	38	18	2
Crabs, — Hal	60	23	15
Dab, — Sha Mang Yu	20	10	9
Dace, — Wong Mei Lap	10	10	8
Dog Fish, — Ti To Eha	10	10	8
Kel, — Onger, — Ho Ma ..	40	16	16
.. Fresh water, — Tam Shui Yu ..	36	20	18
.. Yellow, — Wong Shui Yu ..	42	26	30
Frog, — Tin Kai	55	22	25
Grouper, — Shek Pan	65	40	30
Grouper, — Pak Kap Yu ..	20	16	15
Halibut, — Two Pak	33	22	18
Halibut, — Chong Kwai ..	28	18	23
Labrus, — Wong Fa Yu ..	36	22	18
Loach, — Wu Yu	65	22	24
Lobsters, — Lung Ha	50	32	21
Mackerel, — Chi Yu	36	20	28
Milk Fish, — Mong Yu	40	32	28
Mullet, — Tai Yu	35	18	2
Oysters, — Shang Ho	30	16	22
Parrot Fish, — Kai Kung Yu ..	24	14	9
Perch, — Tai Lo	34	20	18
Pike, — Ya Pan Fong	10	16	9
Plaice, — Pan Yu	50	28	14
Pomfret, Black, — Pak Chong ..	00	26	39
Pomfret, White, Pak Chong ..	05	36	30
Pravus, — Ming Fa	60	39	45
Ray, — Tai Pa Sha	10	10	14
Rock Fish, — Shek Kiu Kung ..	24	12	18
Rock, — Chun Yu	40	22	16
Salmon, — Ma Yu	60	30	30
Shark, — Sha Yu	18	8	10
Shark, — Po Yu	22	10	10
Shrimps, — Ha	55	25	25
Squid, — Lap Yu	05	38	30
Sole, — Tai Sha Yu	46	28	32
Turbot, — Wan Yu	35	22	18
Turbot, — Tai Sha Yu	36	18	22
Turbot, small fresh water, —	40	40	40

Poultry.

	August 16, 1923.	1918.	June 1914.
Chickens, — Kai lb.	60	30	31
Capon, Small, — Shi Kai ..	50	28	30
Capon, Large, — Shi Kai ..	65	28	30
Duck, — Ap	35	22	27
Doves, — Pan Kai .. each	35	—	—
Eggs, Hen, — Kai Tai (cooking) per doz	18	18	—
Eggs, Hen, — Kai Tai (fresh) per doz	20	25	20
Fowls, Canton, — Kai .. lb	75	38	24
Fowls, Hainan, — Ho Nam Kai ..	45	28	—
Geese, — Ngo	55	24	24
Pigeons, Canton, — Pak Kap ..	55	30	—
.. Holow, — Ho Nam Pak Kap ..	35	23	—
Turkeys, Cock, — Fo Kai Kung lb.	65	60	6
Turkeys, Hen, — Fo Kai Na ..	60	55	45
Snipe, — Shi Tai	—	22	—
Pheasant, — Shan Kai	—	—	—
Quail, — Om Chou	—	—	2
Partridges, — Che Ku	—	—	—

Fruits.

Almonds, — Hang Yan lb.	65	35	—
Apples, (California), — Kam Shan ..	32	24	—
.. Ping K'o ..	—	—	—
Bananas, (bride's), — Macao, — San ..	5	4	—
.. Hong Chin ..	—	—	—
Cashew, — Yeung To lb.	18	12	—
Citron, — Ye Tai each 11	16	10	—
Lemons, China, — Ling Mung .. lb.	12	7	—
Lemons, (American), — Kam Shan ..	—	—	—
.. Ling Mung .. each 8	8	8	—
Lichees, Dried, (small stone), —	30	25	7
.. Lai Chi K'op lb.	30	25	7
Oranges, (Canton), Sweet, —	—	—	10
.. Shan-sheng Tin Chang lb.	8	—	—
Oranges, Tin Chang	32	—	15
Pears, (Canton), Cooking, — Shi Li ..	10	10	15
Peaches, — Fa Shang	12	12	15
Persimmons, Large, — Hong Tai ..	18	12	—
Plantain, — Tai Chin	4	2	4
Pomegranate, — Tai Lo Yu .. each 12	12	8	—
Walnuts, — Hop To lb.	14	16	—
Grapes, — Po Tai Yu	—	—	—

Vegetables, &c.

Artichokes, — Ah Chi Cheuk .. each	8	—	—
Beans, Sprout, — Nga Tso b	4	7	—
.. Long, — Tao Kok ..	14	8	—
Beet Root, — Hung Tsoi Tan .. each	8	6	—
Bitter Melon, — Fu Kwa	8	—	—
Brinjals, Green, — Ching Yuen Kwai ..	5	5	9
.. Red, — Hong K'ee ..	6	5	6
Cabbage Chinese, (common), —	—	—	—
.. Kai Tai ..	10	5	12
.. (Shanghai) — Ye Tai ..	24	12	—
Cane Shoots, bunch, — Kam Shan ..	—	9	—
Cauliflower (large), — Ye Tai Fa each ..	—	—	—
.. (Medium), —	—	—	—
.. (Small), —	—	—	—
Carrots, — Kam Shan lb	8	8	8
Celery Chinese, — Tong Kai Tai ..	12	10	6
Chilies, Dried, — Kam Lat Chio ..	20	25	5
.. Red, — Hung Fa Chio ..	16	10	6
.. Green, — Ching Lat Chio ..	12	8	12
Corn, — Ching Lat Chio .. lb.	10	10	10
Courty Stuff, English, — Ka Lai Chiu ..	10	10	10
Cucumbers, — Ching Kwai each 4	2	—	—
Garlic, — Sun Tai lb.	8	8	—
Ginger, young, — Sun Tai Kung ..	8	7	—
Ginger, old, — Lo Kung	10	10	—
Horseradish, Shanghai, — Lo Kan ..	40	45	—
Indian Corn, — Shui Mei .. each 7	6	4	—
Lettuce, — Yeung Shang Tsoi .. lb.	10	1	—
Water Chestnuts, — Ma Tai .. lb.	12	6	6
.. Mandarin, — Kwei ..	10	8	—
.. Lam Ma ..	—	—	—
Mushrooms, Fresh, — Shang Tsoi K'ui ..	65	—	—
Onions, —	—	10	—
Onions, Bombay, — Yeung Chong Tai ..	8	8	6
Onions, Green, — Shang Chong ..	8	4	6
Onions, Shanghai, — Shang-hoi ..	6	6	—
.. Chung Tai ..	6	6	—
Parsley, — Kai Tai	40	60	—
Potatoes, Sweet, — Pan Shui ..	4	3	—
.. Japanese, — Yat Pan Shui Tai ..	6	3	—
.. American, — Fa Ki Shui Tai ..	7	8	10
Pumpkin, — Tung Kwa lb.	4	2	4
Radish, — Hung Lo Pak Tai ..	4	4	—
Rhubarb (French), — Tai Wong ..	0	—	10
Shallots, — Hong Chong Tai ..	4	6	8
Spinach, — Yin Tai	7	4	—
Tomatoes, — Fan K'o	14	7	7
Taro, — We Tai	6	6	—
Turkey, — Pan Tai, (Long), — Lo Pak ..	6	4	—
Vegetable, —	—	—	—
Water Chestnut, — Kai Tai ..	18	15	—
.. Little root, — Tai Ngan ..	6	6	—
Yam, — Tai Tai	—	—	—

YOUR SUMMER CLOTHES.]

SOON SOIL AND CRUMPLE.
They can be quickly restored to their newness by giving



STEAM LAUNDRY CO.

HEAD OFFICE AND WORKS YAUMATEI, Tel. K 32.
HONGKONG DEPOT, 18, Stanley Street, Tel. C 1278.
KOWLOON DEPOT, 19, Canton Road, TANTON, 19, Shui Central, East. Write or Phone for price list.

</

There is nothing more
Refreshing
in your bath
than
WATSON'S
HOUSEHOLD
AMMONIA

in bottles 60 cents each.

Only from
A. S. WATSON & CO., LTD.
Hongkong Dispensary,
Telephone Central No. 16.

Wm **Powell** Ltd
Tel. Central 3871

We invite you to come and see our
very fine range of pleasing designs in

Lace Nets,
Spot Muslins,
Madras Muslins
at the right prices

LACE CURTAINS
at
very special prices.

BIRTH.

TURNER.—On August 12, 1923,
at Shanghai, to Mr. and Mrs. M.
Turner, a daughter.

MARRIAGES.

FRASER-TURNER.—On August
17, at Hongkong, John
Alexander, son of Mr. Thomas
Fraser of Leith, Scotland, to
Gladys Maude, daughter of
Mr. and Mrs. John Turner, of
Great Barr, Walsall, England.

CORINGS-HAAS.—On August
13, 1923, at Charleroi, Belgium,
Denis Corings, of Tongshan
K.M. Mines, to Malvina Haas,
youngest daughter of Mr. and
Mrs. A. Haas, of Shanghai.

DEATHS.

HYATT.—On August 8, 1923, at
Patkau, the wife of J. Hyatt,
Customs.

PETERSSON.—On August 14,
1923, at Shanghai, Henning
Augustus Petersson, late
Chinese Maritime Customs,
aged 48 years.

SCHLEE.—At Duxbury, Mass.,
U.S.A., Henry, the husband of
Madge Schlee.

The China Mail

HONGKONG, MONDAY, / AUG. 20, 1923.

TYPHOON LESSON.

Having come through the horrors
of the great war with their reason
still intact, people are not likely to
feel greatly moved over a typhoon.
This does not ignore the fact that
for most people out here the war
was very far away and the typhoon
very, very near. Simply it adju-
brates an old truth. Human nature
is still much what it has always
been. Great events, terrible events—
indeed, ghastly events can still
shock the race, but not for long.
Memory is proverbially short.
Shakespeare complained that men
only remember what is evil, the
good being often, too often, interred
with the bones. This may govern
small individual trials, possibly
because it is human to gossip—and
treasure and retail and enjoy little

personal scandals, as the recent
phenomenal output of memoirs and
confessions again shows. But men
soon forget other evils. Were this
not true the war devil could not
now be sowing the seeds of another
Nineteen Fourteen. People would
rise against them and damn war
forever. There's nothing good or
evil but thinking makes it so, and
when the thinking has become
blurred through the passing of years
or the rush of events, you can hardly
expect that men will see matters in
their true light and not fall under
the sway of every new passion the
hour brings forth. Otherwise war
had been abolished after the first
knotted club encounter in the
primeval forests. This is the more
tragic because every war has its
lesson to tell and every war tells it
in vain. Under the stress of battle
men will plumb emotions that have
lain latent all their lives. They
will find—as ever—that there are
more things in heaven and earth
than had been dreamt of in their
philosophy. And among these
strange, new things they will find
that men who had gone through life
just Smith or plain Jones are
heroes, greater in their way than
any Caesar, than any Alexander.
This discovery, if they are thought-
ful, will startle them. Yet it has
been made countless times down the
ages. Starting a new magazine, a
clever young modern has confessed
that more than once it has been
borne in upon him that he has
understood nothing about people at
all. Then he has realized that he
has had only to stop one of these
scurrying hundreds he has seen from
the top of his bus and ask him the
way to some street or other to be
treated like a human being and a
brother. Asking the way is a small
enough need, but the instinct which
prompts the answer is the same
instinct which makes men heroes
during war. Help is needed,
spiritual or physical—perhaps both.
Help is needed, help is given. War
can do that and does it—with every
side. This last fact is alike the
glory and the tragedy of it all, for
the very force which is showing
men in one trench that they are

really brothers is hardening their
hearts against men in another
trench beyond no-man's land who
are similarly having the scales
struck from their eyes. Thus does
the evil outweigh the good. And
this is where our typhoon comes in.
Suppose these two hostile trenches,
instead of being swept by each
other's fire, were now swept by a
common peril. Suppose these two
rival bands, one moment since fight-
ing to the death, suddenly found
themselves driven by the terrific
elements to seek common refuge.
Would they then grapple with each
other and fight with primeval
savagery and kill each other? One
likes to think not. One likes to
think not for the honour, if not for
the sanity, of the human race. And
that is why we regret that some
evils—Nature's great outbursts—are
so soon forgotten. Were the
eruptions and the floods and the
typhoons better remembered, per-
haps also the spirit of broad
humanity which they engender
would also survive longer, nayhap
never to wane. Perhaps men would
then not so soon forget that they
are brothers, that even as before
the leveler death they are all
Nature's children before the great
common foe. Perhaps instead of
warring among themselves and
trying to cut each other's throats,
they would then unite against their
real enemies, for although they are
largely helpless when the wind
rages 130 miles an hour knocking
them down like nine-pins, they are
not helpless against nature, greed,
ignorance and disease. Surely if
men can rise above themselves and
reveal splendid new traits when
banded together for war, surely if
they can leave Nature's anger
together, even laying down their
lives for someone they had never
met before, perhaps for someone
they had actually disliked—surely
if they can become noble like this—
and we know they can—they might
even remember too their essential
brotherhood, treasure it and foster
it with infinite care and joy. Unless
Hongkong people see Saturday's
typhoon in this light it will have
meant nothing for them beyond an
exciting experience or an enforced
holiday. And it will have taken its
heavy toll and told its message in
vain.

reilly brothers is hardening their
hearts against men in another
trench beyond no-man's land who
are similarly having the scales
struck from their eyes. Thus does
the evil outweigh the good. And
this is where our typhoon comes in.
Suppose these two hostile trenches,
instead of being swept by each
other's fire, were now swept by a
common peril. Suppose these two
rival bands, one moment since fight-
ing to the death, suddenly found
themselves driven by the terrific
elements to seek common refuge.
Would they then grapple with each
other and fight with primeval
savagery and kill each other? One
likes to think not. One likes to
think not for the honour, if not for
the sanity, of the human race. And
that is why we regret that some
evils—Nature's great outbursts—are
so soon forgotten. Were the
eruptions and the floods and the
typhoons better remembered, per-
haps also the spirit of broad
humanity which they engender
would also survive longer, nayhap
never to wane. Perhaps men would
then not so soon forget that they
are brothers, that even as before
the leveler death they are all
Nature's children before the great
common foe. Perhaps instead of
warring among themselves and
trying to cut each other's throats,
they would then unite against their
real enemies, for although they are
largely helpless when the wind
rages 130 miles an hour knocking
them down like nine-pins, they are
not helpless against nature, greed,
ignorance and disease. Surely if
men can rise above themselves and
reveal splendid new traits when
banded together for war, surely if
they can leave Nature's anger
together, even laying down their
lives for someone they had never
met before, perhaps for someone
they had actually disliked—surely
if they can become noble like this—
and we know they can—they might
even remember too their essential
brotherhood, treasure it and foster
it with infinite care and joy. Unless
Hongkong people see Saturday's
typhoon in this light it will have
meant nothing for them beyond an
exciting experience or an enforced
holiday. And it will have taken its
heavy toll and told its message in
vain.

reilly brothers is hardening their
hearts against men in another
trench beyond no-man's land who
are similarly having the scales
struck from their eyes. Thus does
the evil outweigh the good. And
this is where our typhoon comes in.
Suppose these two hostile trenches,
instead of being swept by each
other's fire, were now swept by a
common peril. Suppose these two
rival bands, one moment since fight-
ing to the death, suddenly found
themselves driven by the terrific
elements to seek common refuge.
Would they then grapple with each
other and fight with primeval
savagery and kill each other? One
likes to think not. One likes to
think not for the honour, if not for
the sanity, of the human race. And
that is why we regret that some
evils—Nature's great outbursts—are
so soon forgotten. Were the
eruptions and the floods and the
typhoons better remembered, per-
haps also the spirit of broad
humanity which they engender
would also survive longer, nayhap
never to wane. Perhaps men would
then not so soon forget that they
are brothers, that even as before
the leveler death they are all
Nature's children before the great
common foe. Perhaps instead of
warring among themselves and
trying to cut each other's throats,
they would then unite against their
real enemies, for although they are
largely helpless when the wind
rages 130 miles an hour knocking
them down like nine-pins, they are
not helpless against nature, greed,
ignorance and disease. Surely if
men can rise above themselves and
reveal splendid new traits when
banded together for war, surely if
they can leave Nature's anger
together, even laying down their
lives for someone they had never
met before, perhaps for someone
they had actually disliked—surely
if they can become noble like this—
and we know they can—they might
even remember too their essential
brotherhood, treasure it and foster
it with infinite care and joy. Unless
Hongkong people see Saturday's
typhoon in this light it will have
meant nothing for them beyond an
exciting experience or an enforced
holiday. And it will have taken its
heavy toll and told its message in
vain.

Life Savers.

It is the easiest thing in the world
to point a moral, and to-day's press
comment will bear this out, espe-
cially in the references made to the
absence of the elementary means of
precaution which Hongkong should
have in dealing, not merely with the
ravages of typhoons, but with the
sudden squalls which visit the har-
bour. Every seaside resort at Home
has the obvious means at hand to
effect rescue. Promenades, where
they exist, are dotted with boats on
floats, whilst at every few yards is
a life-buoy, loosely held, to be used
in emergencies. Our own water
front, with its continuous scene of
cargo handling, may not lend itself
to the provision of many boats, but
whether that is true or not, there
should be set places where boats
could easily be found and as easily
launched. This suggests either
fixed crews for emergencies, or
volunteer crews, willing to stand by
at the slightest sign of danger.
Life-buoys seem a very obvious pre-
caution. They were non-existent
on Saturday with the exception of
those being aimlessly carried about
by various members of the native
and Indian Police. We commented
on Saturday at the sight of a young
Indian constable "dawdling" with
one on the Praya, outside the
sculpting of the new Statue Pier
—obviously ill at ease and appar-
ently untrained. How far he
could have thrown such a buoy is
problematical. Gazing at the ill-
fated "Loongsang," the obvious
thought arose that a rocket appar-
atus might have saved valuable lives
—had there been one. These
different methods of course should
not merely be on the Hongkong
side. Other suggestions could be
added to these elementary ones and
doubtless after Saturday's tragic
experience, something tangible will
be done. We await official explana-
tions and proposals with a certain
amount of interest.

Mails.

Preference in transporting the
American mails to Europe is being
given to ships flying the American
flag, according to instructions from
Washington. American ships
which carry postal clerks on board
will be given an advantage of
forty-eight hours over British ships
and others which do not carry
postal officials. These facts are
disclosed in connection with

British protests made that the
Aquitania was not given the
American mail, it being held over
one day for the American boat, the
Leviathan. American postal
officials assert that the clerks
on the Leviathan sorted the
mail on board so as to make
up for the delay as compared
with the "Aquitania." Accord-
ing to despatches printed from
London and Paris, the Aquitania,
which carried only 107 sacks of
mail, actually completed her dis-
tribution before the arrival of the
Leviathan, with 7,497 sacks. It
declared that envelopes ad-
dressed to go by specific ships
are never held over and all mails
addressed "per Aquitania" went
in the Aquitania. Mr. Edwin
Sands, the Chief of the
Foreign Mail Division Post Office
Department at Washington, also
said the practice of delaying the
shipment of mails by sending them
in American ships is identical with
the practice of other nations. Three
postal clerks are on board the
Leviathan, he said; "none are
aboard the Aquitania." Another
official said that practically no mail
was obtained from the British Post
Office for American boats. "They
do not refuse flatly," he said, "but
merely say they despatch the
mail by the fastest boat, and, as
they usually have the fastest
boats, the result is obvious." So
is the remedy. British ships
must have their postal clerks too
and then there will be no room for
discrimination at all. The fastest
boats will get the mails, as they
should whatever flag they fly.

To-day's Poem.

(Where He Lies.)
"There's a grass-grown road from
the valley—
A winding road, and steep—
That leads to the quiet hill-top,
where lies your love asleep.
While mine is lying, God knows
where, a hundred fathoms
deep.
"I saw you kneel at a grave-side—
How still a grave can be.
Wrapt in the tender starlight, far
from the meaning sea!
But through all dreams and star-
light, the breakers call to me.
"Oh! steep is your way to
Silence—
But steeper the ways I roam,
For never a road can take me be-
yond the wind and foam,
And never a road can reach him
who lies so far from home."
—RUTH GUTHRIE HARDING.

THE PAYMASTER.

While Padre took his walk one day,
Upon our after deck;
Reminded he our "old dog" Pay,
And soon around his neck:
Two lovely arms flung from behind,
The Chinese Flower Girl,
Mistook for Pay, the Padre kind,
And soon these words she hurled:
"Oh, Master Master, velly bad Joss,
I kiss him Heaven Man!
Number-one-top-side-Christian God
Excuse me, one time can!"
JOHN KYOTO,

1923.
SHADOWS BEFORE.
Coming Events Advertised
In The Mail.
ENTERTAINMENTS.

August 20.—Coronet Theatre;
"Nanook of the North."
August 20.—Star Theatre;
"Hunting Big Game in Africa."
August 20.—World Theatre;
Bebe Daniels in "Nancy from
Nowhere."

PUBLIC AUCTIONS.
August 20.—Lammert Bros., at
their Sales Rooms, an old collection
of Postage Stamps (really
being broken up), 5.15 p.m.
August 20.—Lammert Bros., at
their Sales Rooms, Duddell Street,
The S.S. "Chekiang," now lying
at Shamshipo, 3 p.m.

MEETINGS.
August 20.—General meeting of
the Hongkong Philharmonic So-
ciety at St. John's Cathedral, 5.30
p.m.
August 21.—Marine Engineers'
Guild regular monthly meeting at
Guild Office, Sillor's Hom 5 p.m.
December 12.—Meeting of Un-
secured Creditors of the Hong-
kong Branch of the Banque
Industrielle de Chine, at the City
Hall, 3 p.m.

OUR POLICE.
"SOME SIX FOOTERS."
Writing privately to a member
of the China Mail staff a well
known resident of Kowloon, tem-
porarily absent, says—
"I see much has been written
concerning the police. I saw a
couple the other day walking
together and holding hands like
two fourteen year old flappers.
What Hongkong wants is some
six-footers from Shan Tung to
put some stiffening into that
total crowd."

TYPHOON.

LATEST DETAILS.

MACAO STRUCK.

MANY LIVES BELIEVED LOST.

STEAMER'S ORDEAL.

HOW THE BIG LINERS FARED.

Though probably it will be many days before the full tale of
destruction is told, it is now clear that, sad and serious as the results
of Saturday's typhoon have been, the Colony has cause to be
thankful that the havoc was not very much worse. Details gathered
during the week-end show that on land and sea the damage done was
fairly extensive though Hongkong, even an hour after the storm had
passed over, was far from being the spectacle of devastation one might
have expected from so terrific a gale.

The steamer which, driven to her doom before the gale, sank within
a stone's throw of the Praya, opposite the Central Market, and was
tough in the confusion of Saturday morning to be either the "Ming
Sang" or the "Jade" was, it is now painfully apparent, the Jardine
steamer "Loongsang." That was the typhoon's most poignant tragedy
though the burden of grief it caused has now been lessened by the
news of the miraculous escape of the Captain, the Chief Officer and
members of the Chinese crew.

COLONY'S ORDEAL.

Story of the Typhoon.

MANY LIVES LOST.

After the hoisting of the signals
on Friday and the pessimistic
forecast issued by Mr. Claxton,
Hongkong had more or less
resigned itself to another week-
end and it was no great
surprise to find that the "Star"
ferry wharf was flying the
red flag on Saturday morning.
On the Kowloon side
people seemed unable to make
up their minds whether or not to
brave the obvious perils of a cross-
ing, with the contingent risk of
spending the day, and possibly the
night, on the wrong side of the
harbour. Some went home again
as soon as they saw Mr. Brown, of
the Ferry Company, chalk up a
notice to the effect that the typhoon
was within 30 miles of Waglan and
others hung on to watch curiously
the desperate struggles of one ferry
which took nearly half an hour to
come alongside the wharf. It
seemed to the onlookers that the
ferry service should have been
suspended long before the blue
flag was actually put up and that
the last ferry to make the trip
should never have been permitted
to leave. As a matter of fact, after
a perilous passage, it was managed
by the greatest good fortune to
make the naval chamber where its
scared passengers were landed.

The wind was increasing every
minute and when the black cross
went up and the bombs were fired
at 9.20 torrential rains had flooded
the streets. The harbour became
simply a grey mist through which
dim shapes could be faintly dis-
cerned and half an hour later it was
almost impossible to stand up in
any exposed spot without
being flung about by the
violent wind squalls which sent
trees, limbs, bits of matchboards,
sheets of corrugated iron, sign-
boards, hurled through the air.
Two bedraggled pressmen who
literally fought their way up to the
observatory scarcely needed Mr.
Claxton to tell them that the wind
had reached typhoon force. The
windcup which registers the squall
force of the gale was whirling
round at a tremendous pace, whis-
tling merrily the while as if it knew
it was beating world records and
wanted everybody to know about it.
To the imaginative mind it
sounded like the screech of some
maniacal spirit exulting over the
tragic happenings resulting
from its handiwork on the harbour
below.

Fearful enough was the predic-
ament of the steamers which rode
out the storm at buoys in the
harbour. Driven to her doom be-
fore the gale, the "Loongsang"
was swept from Kowloon Bay to
the spot off the Central Market
where to-day, an eloquent reminder
of the week-end ordeal, her red
funnel pokes up pathetically above
the harbour surface. The sinking
of a submarine off Statue Pier was
another sensational incident and
when the wreck had cleared
away it was seen that many other
ships, mostly small steamers and
river boats, had been driven
ashore. A great many acts of
heroism have been reported and
probably there are as many more
of which nothing is yet known,
perhaps never will be. The actual
loss of life on the harbour is not
computable yet but it must have
been considerable.

On shore the casualties were
fortunately few. The wind tore
down telephone wires and electric
light fittings and some Chinese
were electrocuted. House col-
lapses also claimed several victims.
Most houses on the Peak suffered
damage and many are practically

uninhabitable. Over in Kowloon
one of the most remark-
able sights of the typhoon
was the spectacle presented by
Nathan Road which was strewn
with tree trunks as though it had
been raked by heavy shell fire.

All this happened in the space of
about two hours—from 9 a.m. to 11
a.m.—during which Hongkong was
in the grip of the typhoon. By
noon the wind had gone down a
good deal and the weather
cleared up a good deal
in the afternoon so that gangs of
workmen made good headway
with the task of clearing the debris
from the streets and curious spec-
tators were able to saunter out and
survey the storm's ravage without
the need even of a raincoat.

Adrift In The Typhoon.

HOW THE "LOONG SANG"
WAS LOST.

The biggest disaster during the
typhoon was the wreck of the Indo-
China S.S. "Loong Sang." The
vessel had just come out of dock
and was early adrift in Kowloon
Bay. She was bumped against the
rocks there and began to take in
water in the bows after rebound-
ing. Floundering westwards in
the wind and tide, she collided
with a Java-Lijn ship when the
chief officer, Mr. J. S. Mason, had
the good fortune to be thrown on
to the Dutch vessel with only slight
injuries. The "Loong Sang" was
sighted with its bows submerged,
and a Naval tug was immediately
despatched to its assistance. How-
ever, the elements were against
the tug being driven out of its
course towards Green Island.

By the time it had reached the
Douglas wharf, a few people had
assembled on the Praya intent on
rendering what help they could
even though they found it
hard to keep their feet on
the pavement. It came close
to striking the stone pier at
Pottinger Street and moved slowly
towards the Yaumati ferry which it
also passed. The amount of water
in the vessel by this time seems to
have retarded its progress by then
as when a China Mail man arrived
on the scene she was moving very
slowly. Gradually, the bows be-
came more submerged till the pro-
peller was standing clearly out of
the water. The vessel began to
list at this stage as it was seen that
men clinging to the rigging on the
port were standing almost per-
pendicular over the starboard.

As mentioned in Saturday's
issue, two Chinese coolies got to
the end of the Osaka Shosen
Kaisha wharf with a long bamboo
hook but the men on board could
not move to throw a line on account
of the list of the vessel. Europeans
arrived with a lifebuoy secured to
a rope and had just started to crawl
out on the rocking wharf when the
vessel lurched and was swallowed
up in the buffeting seas.

For about ten seconds nobody
appeared. Then a few heads bob-
bed up, barely distinguishable in
the sheets of rain and were carried
away very swiftly. The Euro-
peans raced along the Praya
westwards with their line in
hopes of being able to catch up
the men in the water. Passage
along the water-front was very
difficult but the China Mail
man distinctly saw three or four
men clinging to what resembled a
jumbled raft or pieces of wood
strung together in a haphazard
fashion. About twenty yards from
them was all that could be seen of
a boat which being mostly under
water seemed like a child's bath-
tub. At the distance it was impos-
sible to make out if the persons
were Europeans or Chinese. An-
other batch of Europeans were on
the Steamboat Co.'s wharf, but the
men in the water were too far out
and moving too rapidly for help to
be rendered.

Captain Jowitt was carried help-
lessly along in his waterlogged
coat. He heard a shout and picked
up his personal boy who was cling-
ing on to a plank. He also rescued
another Chinese member of the
crew and after considerable difficul-
ty made the land at Castle Peak. A
motor-car was procured and the
three survivors were brought into
Kowloon late at night, Captain
Jowitt going over to his room at
the King Edward Hotel. Naval
tugs sent out to look for survivors
picked up the dead body of the
third engineer, Mr. Malcolm Black.
A few of the bodies of the Chinese
crew were recovered with lifebelts
around them.

Through the heroic efforts of the
crew of the "Egremont Castle"
which was dragging her anchor
near Stonecutters the cook-boy of
the "Loong Sang" was saved. It
was stated that several other Chinese
members of the crew have been
found but it is feared that more
than half of her complement of
Chinese numbering about fifty men
are not yet accounted for.

As described in Captain Jowitt's
story, the ship's officers were
gradually missed. The wife of Mr.
Barron, the second engineer, was
also on board and she is said to
have jumped overboard with her
husband at a very early stage of the
vessel's doom.

Captain's Experience.

Seen yesterday morning, in the
King Edward Hotel, Capt. Jowitt,
of the "Loongsang," gave a brief
account of his experience before the
sinking of the vessel. Information
was only asked on such points as
would be of assistance in organising
a search for possible survivors.
Captain Jowitt said that, as soon as
it was ascertained that the vessel
was adrift in Kowloon Bay, all the
crew, both Chinese and foreign,
were immediately paraded and fitted
with life-belts. During the worst
of the storm he came into collision
with the stem of a steamer (un-
known), which cut him almost
amidships, thereby immediately
flooding Nos. 1 and 2 holds. The
extraordinary weather conditions,
and particularly the force of the
wind, made any effort to lower boats
impossible.

So far as his own experience
goes, he was washed off the vessel
as she sank, and, on coming to the
surface, was able to get hold of a
boat which had floated clear, and
eventually clambered on board. He
was driven in the direction of Green
Island, and picked up one Chinese,
who turned out to be his personal
boy. So far as can be ascertained,
the boat drifted through the passage
between Ma Wan and Chung Hui,
and Captain Jowitt eventually found
himself stranded on the mainland,
close to the Castle Peak Road,
whence he proceeded to Kowloon.
He is of opinion that any survivors
would undoubtedly drift in the same
direction as he did.

Asked when he last saw others on
board, Captain Jowitt replied that
Mr. Barron and his wife, both with
life-belts, jumped into the water
just before the vessel sank. Mr.
Barron had thrown over a plank for
them to swim to, and when Captain
Jowitt last saw the swimmers they
were a few yards from the plank.

Mr. Stanley Smith, Third Officer,
was assisting Captain Jowitt to
throw over a large box which would
help in saving people, and while
they were doing this the Master was
washed overboard and saw no more
of the Third Officer.

As regards Mr. Wilson, the
Second Officer, Captain Jowitt says
that while in the boat, drifting away
from the "Loongsang," he saw the
Second Officer on the top of the
poop, which was then just awash.
Mr. McGowan, the Supernumerary
Third Officer, paraded when life-
buoys were fitted on, and that was
the last Captain Jowitt saw of him.

Asked as to his views on the
chances of the Chinese crew being
picked up, the Captain said that
every man had on a lifebelt. As
the ship went down forward, some
jumped from amidships while others
retreated aft and climbed up on the
poop, and, presumably, were wash-
ed off as the vessel foundered.

In reply to enquiries as to the
report of a raft having been sighted,
Captain Jowitt said he did not know
of any raft leaving the ship, but
possibly hatch covers and planks
were seen and might account for the
report of the raft.

Captain Jowitt added that just
before the ship foundered loud
noises were heard under deck, and
he formed the opinion that the
engine-room, bulkhead, must have
given way owing to the great strain.
Captain Jowitt, although shaken
and bruised, will be able to get
about after a few days' rest.

Loong Sang's Complement.
The Loong Sang was commanded
by Capt. P. Jowitt. With him on the
vessel were the following officers:
Chief Officer—J. S. Mason.
Second Officer—D. R. Wilson.
Third Officer—A. R. D. Stanley
Smith.
Second Engineer—J. B. Barron.
Third Engineer—Malcolm Black.
Supernumerary, McGowan.
There was no chief engineer on
board, Mr. Brown, who held that
post, having been transferred to
the S.S. "Ho Sang" only a few days
before.

(Continued on page 5.)

TYPHOON.

(Continued from page 1.)

The funeral of the late Mr. Macdonald Black, the "Loong Sang's" third engineer, is to take place this afternoon passing the monument at 5.30 p.m.

The Loong-sang is a vessel of 1738 tons gross, 1543 tons net. She was previously named the Ebani and was built in 1896 at West Hartlepool, and registered in London. The Loong-sang has been on the Manila run practically the whole time she has been in Far Eastern waters.

Sad Task.

SEARCHING FOR THE DEAD.

The "Loong-sang's" boatswain together with a fireman and a steward belonging to the crew were picked up at Ma Wan Island, Capatunum. No more bodies have been recovered. Mr. R. Sutherland informed a China Mail reporter who inquired at Jardines to-day, but about twenty Chinese who say they belong to the "Loong-sang's" crew have reported themselves. They may not all, of course, have been on the ship when she foundered. Mr. Sutherland added that the report that the body of Mr. Barron had been recovered had not been confirmed.

Marked Heroism.

BRAVE SUBMARINE MEN.

In connection with the sinking of H.M. Submarine L3, an act of heroism worthy of the best traditions of the senior service was reported. Being on reserve the L3 only carried a few men and when it was known that she would sink as she had been repeatedly bumped against the Naval Cumber after breaking loose from her moorings, Lieut. Dickson, R.N., ordered his men to jump ashore. After this had been done, Lieut. Dickson jumped on board to take a hawser to connect the vessel with the shore. The typhoon was at its height then and after a long struggle, Lieut. Dickson was thrown clear. As the submarine sank he made for a neighbouring buoy. Able Seaman Thomas, of H.M.S. "Tiger," went on board the "Ginjo Maru" which was tied by its stern to the Naval Yard Cumber with its bow not far from the buoy. Thomas clung to the rigging and succeeded in reaching the buoy after which they were pulled on to the Japanese ship accompanied by others from the "Ginjo Maru."

Lieut. Dickson in persisting on going on board his submarine after it had been damaged and thereby endangering his life, performed a deed of great gallantry, while A. B. Thomas was worthily applauded for his fine piece of rescue work.

Liners in the Typhoon.

EMPEROR CAPTAIN INTERVIEWED.

Captain S. Robinson, R.N.R., commander of the C.M.O.S. Co.'s s.s. "Empress of Australia" in an interview with a China Mail representative this morning, described Saturday's typhoon, while it lasted, as the severest he had ever experienced. Captain Robinson, it will be remembered, was in Hongkong during the 1906 typhoon. Capt. Robinson when asked to relate his experiences of Saturday, said: "We were moored at buoy A37, we had steamed up, but never had to use it. We only paid out about 25 fathoms of cable on the buoy. The starboard anchor was let go before the typhoon struck us, and we paid out 30 fathoms. I dare not pay out any more cable for fear of fouling the buoys to leeward. During the worst part of the typhoon we laid with the wind strong on the bow. The very strong current, running through the harbour, apparently kept the ship from altogether swinging to the wind. This kept a steady strain on the cable and prevented any excessive jerking. We came out of it with practically no damage, which is remarkable under the circumstances. The Empress of Australia is probably the biggest ship that has ever ridden out a typhoon in Hongkong and when one hears in mind the immense surface area presented to this wind, our escape from serious damage is astonishing."

A Comparison.

"Saturday's typhoon was evidently a small one and passed over here very quickly. I was here during the typhoon of 1906, but the wind on Saturday was the highest I have ever experienced. It did not, however, appear to keep up the high velocity of the one in 1906. On this occasion, the wind was more squally. In 1906, it was one continual pressure of wind and there no squalls as on Saturday."

Tribute To French.

When Capt. Robinson was told that some people on shore had thought that both the "Empress of Australia" and the "André Lebon" had broken apart, he stated that the Empress liner had never beenadrift. With regard to the French

steamer, Capt. Russell said: "When we first noticed that the cables holding the 'André Lebon' had parted, she had both anchors down and she was using her engines to hold her position. It looked for a time that she would drift alongside us, but as a matter of fact at no time was she within 300 feet of us; her stern never came level with our bow. The manner in which the French steamer was handled is deserving of the highest praise. After the cable parted, any lack of judgment might have caused the vessel to drift broadside on to the wind, with disastrous results. The engines were kept going just sufficiently to hold the vessel while the anchors were heaved up and it was a fine example of seamanship under the conditions that obtained. The French vessel rode out the worst part of the typhoon, her cables holding until the worst was over."

Captain's Resource.

RIVER STEAMER'S NARROW ESCAPE.

How a small steamer, "a little bit of a ship with no power and only some 6½ knots," braved Saturday's typhoon was related to a China Mail man to-day. The vessel is the "Wo Fu," which trades between Hongkong and Canton. Her plucky fight against the elements is best told in the words of her master, Captain Lawrence, whose modest, direct account does not, however, conceal the fact that all on board owe their lives to his quick decision and ready resource. "This is the worst typhoon that I have ever known in Hongkong," said Captain Lawrence, "and I have had thirty-five years' experience." The lowest reading of Captain Lawrence's barometer was 28.80.

"I was lying at Cheungshawan with both anchors down, said Captain Lawrence. "The wind was east by south and the vessel held well until the biggest squall came. Then she parted the port cable at fifteen fathoms. I lost the anchor and chain. She next started to drag the smaller starboard anchor along with her and began to drift over towards Stonecutters Island. I did not like Stonecutters because it has foul ground, and I knew that I could not save her if she went there on a weather shore. So I put the engines to full speed and the helm to hard to starboard. She dragged the anchor along with her all the way until I hit the corner of the Standard Oil Company's wharf at Lai Chi-kok. Of course the crew then deserted, everyone jumping for the shore. Then Mr. Kitley, of the Standard Oil Company's Construction Department, came down to the wharf with two other Americans. I got the No. 1 coiler, the No. 1 pilot, the No. 1 coiler, and a few others and got ropes fast to the shore. Meanwhile the ship was yawning on the corner of the pier. Finally I got her alongside and lay there until the weather calmed down. She is now at the Ping On Godown Wharf discharging cargo."

Captain Lawrence added that his boat was badly chawed and it would take about a fortnight to repair her. He said he firmly believed that she would not have suffered any damage at all if the ground tackle had been heavy enough. This was true, he affirmed, of other river steamers also. Rising like towers out of the water, they were greatly exposed to the fullest force of the wind.

Narrating his personal experiences, Captain Lawrence said that when the typhoon came and his ship began to drag he had to decide between going to Stonecutters or Lai Chi-kok. He chose the latter because he felt that everyone on board would have been drowned if the vessel had gone ashore on the Stonecutters rocks. Blinding rain and spray were coming down, heavy doors were being smashed in like paper. He himself was knocked down and blown along the deck. However, not a soul came to serious hurt, though they were all ready with their life belts should the worst happen.

Asked if he expected the typhoon, Captain Lawrence replied, "Yes—on the fourteenth." He had traced it all the way from Guam and had calculated that it would reach Hongkong, travelling at the rate of 220 miles a day, about nine o'clock on Saturday morning. On Friday afternoon, I asked the Customs Office in Canton if they had received any telegram from Hongkong, but they had heard nothing. Had I known that the signals had gone up in Hongkong, I would not have left Canton. It was a great neglect on someone's part that the news was not sent to the Canton Customs officials."

Macao, Hard Hit.

HEAVY LOSS OF LIFE.

Macao appears to have suffered even worse than Hongkong from Saturday's typhoon. Passengers arriving from there to-day state that the typhoon struck the town about noon on Saturday and the wind continued with tremendous force until noon yesterday. The loss of life, it

is feared, is very heavy. From the decks of the "Sui Tai" to-day many dead bodies could be seen floating on the water.

The s.s. "Sui An."

Mr. J. P. Gibson, Chief Officer of the "Sui Tai," which arrived from Macao, soon after noon, to-day, seen by a China Mail reporter said:—"At 9.13 a.m. on Saturday, we cast off from the wharf and made fast to the buoy, there being every indication of a stiff blow. At 9.40 we had made 'all fast' to the buoy. At 10.21 the typhoon gusts were fired. At noon a junk fouled the buoy and the ship parted from the buoy. We dropped anchor and swung to the wind. The typhoon struck us with full force."

"We hoisted anchor at 2.30 p.m. on Sunday and proceeded alongside the wharf. The lowest barograph reading on Saturday was 28.16 with a south-westerly wind about noon. The vessel suffered a certain amount of minor damage."

Damage On Shore.

"The damage on shore was very serious, very few houses escaped. Many houses collapsed and junks and sampans were capsized, with heavy loss of life. Three dredgers belonging to the Netherlands Harbour Works Company broke from their moorings, the 'Hollander' dragging her anchor and grounding off Chinese wharf. Many junks were sunk off Barra Point, the spots now being marked by green buoys; other vessels were sunk in the channel. All the masts erected for the feast of the 'Seven Maidens' were demolished. We picked up a derelict junk, flying signals of distress, off Halfway Point (Lantau) and towed it in as far as the Fairway Buoy. The junk No. 1852 H.V. and had a crew of 20 on board, who said they had had no food for two days."

A Unique Curve.

"The barograph on Saturday," continued Mr. Gibson, "registered the most remarkable curve I have ever seen. The reading was at 5.30 a.m. 29.60; at 6 a.m. 29.50; at noon 28.50. The typhoon ceased at Sunday noon."

Some of the Losses.

A member of the staff of Messrs. Thomas Cook & Son, who was in Macao on Saturday, states that 78 junks were wrecked on Saturday morning. He estimates that 1,000 people were drowned and that as the result of 30 houses comprising 27 persons were injured and five killed.

Canton and Macao Boats.

"SUI AN" BADLY BUFFETED.

The Hongkong, Canton, and Macao Steamboat Co.'s s.s. "Kinshan" (Capt. Chrispian) which left here for Canton on Saturday night had an uneventful trip up to Canton except for a squall at 4.30 a.m. on Saturday. Throughout Saturday the weather was wet and squally until 3.30 p.m., when a fairly stiff breeze arose. No news of the disaster in Hongkong had reached Canton when the "Kinshan" left at 5 p.m. A strong head wind was blowing most of the way down the river and heavy rain was experienced. At one time it was feared that the vessel would have to take shelter for the night at Castle Peak, but as the sea was calm and the wind dropped after 9 p.m., the captain decided to keep on. At 10.43 p.m. the "Hongshan" passed the "Kinshan" on the journey to Canton. A message was shouted from the bridge of the "Honam" to the effect that the "Kinshan" was to berth to the East of the Wharf and "look out for the buoy." The "Kinshan" was off the Steamboat Wharf at 11.15 p.m., but it was 40 minutes later before the "Kinshan" was tied up at her Wharf. The delay was stated to be due to the fact that no one was present on the wharf to give the captain of the "Kinshan" any instructions to throw light on the message shouted from the "Hongshan."

The s.s. "Hongshan."

The s.s. "Hongshan" left Canton at 8 a.m. on Saturday morning and proceeded by the back reach. The barometer was falling rapidly and the weather became so threatening that at 12.21 the Captain decided to turn back and anchor behind Tiger Island. When the weather cleared, the journey was resumed and Hongkong was reached at 8.25 p.m. At 10 p.m. the vessel left for Canton, passing the "Kinshan" at 10.43 a.m. stated.

The s.s. "Honam."

The s.s. "Honam" left Hongkong at 7.30 a.m. on Saturday for Canton, but was forced to seek shelter at Stonecutters, where she remained until 5 p.m. The vessel resumed her voyage at 5 p.m., passing the "Kinshan" at 8.41 p.m.

The s.s. "Sui An."

The s.s. "Sui An" went to the anchorage at Stonecutters on Friday night and no boat has left here for Macao since that morning. The "Sui An" was badly buffeted during Saturday's storm, her upper works being carried away. The vessel is going into dock and repairs are expected to take a week. No vessel left for Macao this morning.

Both the Steamboat's wharves are badly damaged. The Canton Wharf was hit by a lighter and the office was demolished.

Among Native Craft.

ANXIETY ABOUT FISHING FLEET'S FATE.

Lying snug in the typhoon shelters the native craft seem to have weathered the storm fairly successfully. At Yau-nai, 8 medium-sized junks were wrecked and four driven ashore. Two have since been refloated.

At Shaikwan 150 boats were more or less damaged and 10 were driven ashore and at Aberdeen about 50 boats that were in the creek were damaged. The wind and tide carried three or four sampans up on to the tramlines at Causeway Bay.

A boy was drowned but otherwise no casualties amongst the boatpeople themselves have so far been reported.

A fishing fleet of over 100 trawlers from Shaikwan and Aberdeen was out at sea during the typhoon and nothing has been heard of them. It is thought they may have put in either at Cheung-chau or Macao.

Tidal Wave.

SHATIN LIVES LOST.

Near the water-front at Shatin, a gardener's masted collapsed. His wife, daughter, two sons and one daughter-in-law, rushed out of the falling building only to be caught in a tidal wave. They were all drowned. The gardener and another son were the only ones to escape.

Ships Ashore.

TWENTY STRANDED.

During the typhoon not less than twenty ships went ashore, the biggest being the B. & S. "Chekiang" (Stonecutters); the Indo-China "Chakking" (North Point); the T. & K. "Ginjo Maru" (Naval Yard); the Norwegian "Haldia" (Kennedy Town); the Admiralty oiler "Kharki" (Army Ordinance Pier); the American "Lake Farrar" (North Point); the American "Lake Onawa" (North Point); the Haiphong "Reims" (Stonecutters); the Japanese "Sakino Maru" (Statue Square Pier); the Chinese river steamer "Cerf" (Chung Hue) "Han Cheong" (North Point); "Sui On" (Stonecutters, "Sai Chau" (Chung Hae), and Wa-Sun (Stonecutters). These ships were only slightly damaged but others which suffered badly were the Canton river steamer "Kwangsi" (Stonecutters), the river steamer "Tai Lee" (near Kowloon Dock), and the "Wing Shing" which lost its funnel.

Of the ships which were driven ashore the river steamer "Tai Lee" came in for a very bad time before her fate was sealed. She new lies close to the rocky headland at Kowloon Dock Point with several holes in her bottom, listed and half full of water, the masts broken and the fittings all in a tangle. She was lying with both anchors out in Hung Hom Bay till the ship was driven about. After the anchors had fouled one another the ship became adrift until she struck the bottom and made water quickly.

Attempts were made to swim a line ashore but without success. Europeans from the Dock Co. bravely swam out with a line and succeeded in getting a cable rigged up. Most of the crew left but the officers remained on board till the storm was over.

Heavy Damage.

MANY LIVES LOST.

Both on the island and the mainland, considerable damage was wrought and many lives lost. It is doubtful if the total loss of life will ever be ascertained as some of the Chinese may not make reports.

Damage was severe on most parts of the Peak practically not one house coming off scatheless from the storm. It is impossible to give a detailed list of the houses damaged but there were many cases of roofs being carried away and walls torn down. Some residents were rendered homeless and had to look for shelter as best they could.

In towns the more exposed houses all suffered damage, hundreds of cases being reported of masonry

HONGKONG DEVELOPMENT, BUILDING & SAVINGS SOCIETY.

The Promoter of the above Society (in formation) invites those interested in Building and ultimately owning a Home on Terms that may be arranged to suit the means of all classes to call or send for a Form of Application to participate in a scheme of Dwelling House Construction.

FREDERICK ELLIS,
(Promoter).

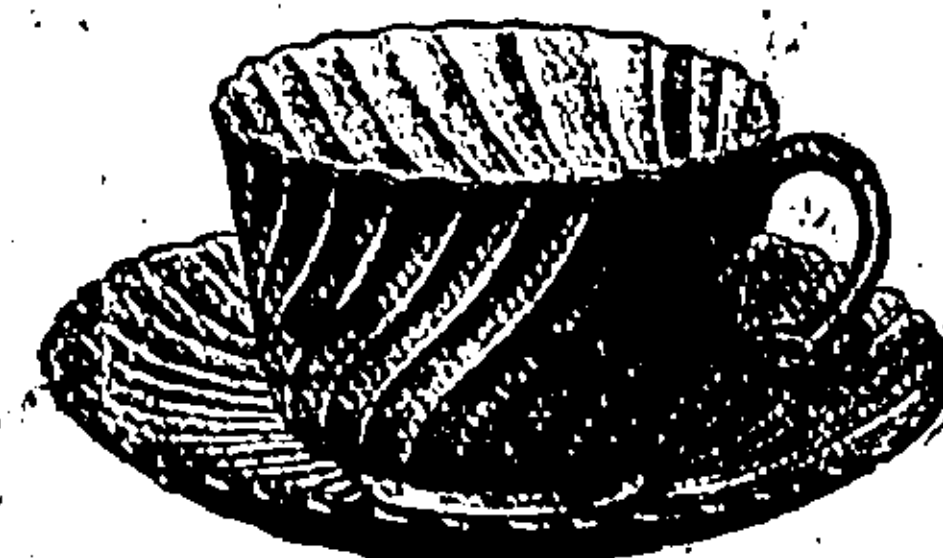
No. 16, Ice House Street,
Hongkong.

LANE, CRAWFORD'S

HAVE A LARGE SELECTION

OR
PLAIN AND DECORATED

TEA, DINNER, DESSERT & TOILET SETS.



SPECIAL TERMS

TO

SHIPPING AND HOTEL COMPANIES.

FOUR STOCK PATTERNS.

PHONE 1741.

LANE, CRAWFORD, LTD.

WE HAVE

DECCA
THE PORTABLE GRAMOPHONE

in 4 Different Models

Prices From \$45.00

ANDERSON'S

BATHING CAPS

A PRETTY ASSORTMENT HAS JUST ARRIVED.
PRICES ARE EXCEPTIONALLY REASONABLE.

PARFUMS HOUBIGANT

(the most celebrated French Perfumers).

A FINE SELECTION NOW ON SHOW. INSPECTION CORDIALLY INVITED.

THE CHINA DISPENSARY,

82, QUEEN'S ROAD CENTRAL.

(Just a little beyond Pottinger Street.)

Sole Agents:-

Suzuki & Co.

SAKURA BEER

Alexandra Buildings.

Tel. Central 468 & 467.

YE OLDE PRINTERIE, LTD.

COMMERCIAL PRINTERS, ACCOUNT BOOK MAKERS, Etc.

14 QUEEN'S ROAD, CENTRAL.

Tel. Central 3707.

V. O. LABRUM, Managing Director

THE ORIGINAL HAIG WHISKY

JOHN HAIG & Co., Ltd.

DISTILLERS, MARKINCH,

SCOTLAND.

Good Whisky should be old and thoroughly matured in wood. This is guaranteed by the above who are the Oldest Distillers Of Scotch Whisky In The World.

Ask for John Haig Gold Label or Glenleven White Label.

SOLE AGENTS:-

GANDE, PRICE & CO., LTD.

WINE & SPIRIT MERCHANTS,

Tel. Central No. 113. 14 QUEEN'S ROAD, CENTRAL, HONGKONG.

R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONGKONG.

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA,
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS,
RED SEA, EGYPT, EUROPE, &c.

**PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.**
(Under Contract with H.M. Government.)

S. S.	Tons	From Hongkong (about)	Destination
"KASHMIR"	8,060	27th Aug.	Marseilles, Gib., Ldn & A'warp.
"ALIPORE"	8,272	29th Aug.	Spain, Penang, Colbo & Bombay.
"MADEIRA"	11,083	31st Sept.	Rhys, M'les, Gib., Ldn & A'warp.
"SICILIA"	8,813	21st Sept.	Spain, Penang, Colbo & Bombay.
"DONGOLA"	8,783	21st Sept.	Marseilles, Gib., Ldn & A'warp.
"MANTUA"	10,092	21st Oct.	Rhys, M'les, Gib., Ldn & A'warp.
"SUDAN"	6,038	17th Oct.	Spain, Penang, Colbo & Bombay.
"KALAMIA"	9,038	19th Oct.	Marseilles, Gib., Ldn & A'warp.
"CALEDONIA"	7,922	2nd Nov.	Marseilles, Gib., Ldn & A'warp.
"MELBOURNE"	6,853	19th Nov.	do.
"NALLWA"	10,941	19th Nov.	do.
"KALYAN"	9,041	20th Nov.	Rhys, M'les, Gib., Ldn & A'warp.
"SOUHAN"	6,906	13th Dec.	Spain, Penang, Colbo & Bombay.

1924

"MADEIRA"	11,083	15th Jan.	Marseilles, Gib., Ldn & A'warp.
"KASHMIR"	8,060	21st Feb.	do.
"SICILIA"	8,813	21st Feb.	do.
"DONGOLA"	8,783	21st Mar.	do.
"MANTUA"	10,092	21st Mar.	do.
"SUDAN"	6,038	21st Apr.	do.
"KALAMIA"	9,038	15th Apr.	do.
"CALEDONIA"	7,922	15th Apr.	do.

BRITISH INDIA-APCAR SAILINGS (South)

"JAPAN"	6,032	1st Sept.	Singapore, Penang & Calcutta.
"JANTS"	4,924	4th Sept.	Singapore, Penang & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,600	1st Sept.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ARAFURA"	4,600	6th Oct.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.

Frequent connections from Australia with the following:-
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco etc.
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Royal Mail steamers to London via the Cape.
The New Zealand Shipping Company's steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"MANTUA"	10,092	24th Aug.	Shanghai, Kobe & Yokohama
"SICILIA"	8,813	28th Aug.	Shanghai, Kobe & Yokohama
"TANAI"	6,123	28th Aug.	Shanghai, Kobe & Yokohama
"KALAMIA"	9,038	31st Sept.	Shanghai, Kobe & Yokohama
"ARAFURA"	6,000	11th Sept.	Shanghai, Kobe & Yokohama

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must bring their own Hotel expenses at Singapore while waiting for the on carrying steamer.
1st Saloon Passengers may travel by P.O. S.S. Company's steamers between Singapore and Calcutta, or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cables are fitted with Electric Fans free of charge.
Parcels Messing not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.
For Further Information, Passengers, Freight, Handbooks, etc., apply to:-
MACKINNON, MACKENZIE & CO.
HONGKONG. Agents.

22, Des Voeux Road Central

THE WATER SUPPLY.

Level and Storage of water in reservoirs on the 1st August 1923:-

CITY AND HILL DISTRICT WATER WORKS

1922	1923
1st Aug. 1922, 10.00 a.m. Below overflow	1st Aug. 1923, 10.00 a.m. Below overflow
1st Aug. 1922, 11.00 a.m. Below overflow	1st Aug. 1923, 11.00 a.m. Below overflow
1st Aug. 1922, 12.00 p.m. Below overflow	1st Aug. 1923, 12.00 p.m. Below overflow
1st Aug. 1922, 1.00 p.m. Below overflow	1st Aug. 1923, 1.00 p.m. Below overflow
1st Aug. 1922, 2.00 p.m. Below overflow	1st Aug. 1923, 2.00 p.m. Below overflow
1st Aug. 1922, 3.00 p.m. Below overflow	1st Aug. 1923, 3.00 p.m. Below overflow
1st Aug. 1922, 4.00 p.m. Below overflow	1st Aug. 1923, 4.00 p.m. Below overflow
1st Aug. 1922, 5.00 p.m. Below overflow	1st Aug. 1923, 5.00 p.m. Below overflow
1st Aug. 1922, 6.00 p.m. Below overflow	1st Aug. 1923, 6.00 p.m. Below overflow
1st Aug. 1922, 7.00 p.m. Below overflow	1st Aug. 1923, 7.00 p.m. Below overflow
1st Aug. 1922, 8.00 p.m. Below overflow	1st Aug. 1923, 8.00 p.m. Below overflow
1st Aug. 1922, 9.00 p.m. Below overflow	1st Aug. 1923, 9.00 p.m. Below overflow
1st Aug. 1922, 10.00 p.m. Below overflow	1st Aug. 1923, 10.00 p.m. Below overflow
1st Aug. 1922, 11.00 p.m. Below overflow	1st Aug. 1923, 11.00 p.m. Below overflow
1st Aug. 1922, 12.00 a.m. Below overflow	1st Aug. 1923, 12.00 a.m. Below overflow
1st Aug. 1922, 1.00 a.m. Below overflow	1st Aug. 1923, 1.00 a.m. Below overflow
1st Aug. 1922, 2.00 a.m. Below overflow	1st Aug. 1923, 2.00 a.m. Below overflow
1st Aug. 1922, 3.00 a.m. Below overflow	1st Aug. 1923, 3.00 a.m. Below overflow
1st Aug. 1922, 4.00 a.m. Below overflow	1st Aug. 1923, 4.00 a.m. Below overflow
1st Aug. 1922, 5.00 a.m. Below overflow	1st Aug. 1923, 5.00 a.m. Below overflow
1st Aug. 1922, 6.00 a.m. Below overflow	1st Aug. 1923, 6.00 a.m. Below overflow
1st Aug. 1922, 7.00 a.m. Below overflow	1st Aug. 1923, 7.00 a.m. Below overflow
1st Aug. 1922, 8.00 a.m. Below overflow	1st Aug. 1923, 8.00 a.m. Below overflow
1st Aug. 1922, 9.00 a.m. Below overflow	1st Aug. 1923, 9.00 a.m. Below overflow
1st Aug. 1922, 10.00 a.m. Below overflow	1st Aug. 1923, 10.00 a.m. Below overflow
1st Aug. 1922, 11.00 a.m. Below overflow	1st Aug. 1923, 11.00 a.m. Below overflow
1st Aug. 1922, 12.00 p.m. Below overflow	1st Aug. 1923, 12.00 p.m. Below overflow
1st Aug. 1922, 1.00 p.m. Below overflow	1st Aug. 1923, 1.00 p.m. Below overflow
1st Aug. 1922, 2.00 p.m. Below overflow	1st Aug. 1923, 2.00 p.m. Below overflow
1st Aug. 1922, 3.00 p.m. Below overflow	1st Aug. 1923, 3.00 p.m. Below overflow
1st Aug. 1922, 4.00 p.m. Below overflow	1st Aug. 1923, 4.00 p.m. Below overflow
1st Aug. 1922, 5.00 p.m. Below overflow	1st Aug. 1923, 5.00 p.m. Below overflow
1st Aug. 1922, 6.00 p.m. Below overflow	1st Aug. 1923, 6.00 p.m. Below overflow
1st Aug. 1922, 7.00 p.m. Below overflow	1st Aug. 1923, 7.00 p.m. Below overflow
1st Aug. 1922, 8.00 p.m. Below overflow	1st Aug. 1923, 8.00 p.m. Below overflow
1st Aug. 1922, 9.00 p.m. Below overflow	1st Aug. 1923, 9.00 p.m. Below overflow
1st Aug. 1922, 10.00 p.m. Below overflow	1st Aug. 1923, 10.00 p.m. Below overflow
1st Aug. 1922, 11.00 p.m. Below overflow	1st Aug. 1923, 11.00 p.m. Below overflow
1st Aug. 1922, 12.00 a.m. Below overflow	1st Aug. 1923, 12.00 a.m. Below overflow
1st Aug. 1922, 1.00 a.m. Below overflow	1st Aug. 1923, 1.00 a.m. Below overflow
1st Aug. 1922, 2.00 a.m. Below overflow	1st Aug. 1923, 2.00 a.m. Below overflow
1st Aug. 1922, 3.00 a.m. Below overflow	1st Aug. 1923, 3.00 a.m. Below overflow
1st Aug. 1922, 4.00 a.m. Below overflow	1st Aug. 1923, 4.00 a.m. Below overflow
1st Aug. 1922, 5.00 a.m. Below overflow	1st Aug. 1923, 5.00 a.m. Below overflow
1st Aug. 1922, 6.00 a.m. Below overflow	1st Aug. 1923, 6.00 a.m. Below overflow
1st Aug. 1922, 7.00 a.m. Below overflow	1st Aug. 1923, 7.00 a.m. Below overflow
1st Aug. 1922, 8.00 a.m. Below overflow	1st Aug. 1923, 8.00 a.m. Below overflow
1st Aug. 1922, 9.00 a.m. Below overflow	1st Aug. 1923, 9.00 a.m. Below overflow
1st Aug. 1922, 10.00 a.m. Below overflow	1st Aug. 1923, 10.00 a.m. Below overflow
1st Aug. 1922, 11.00 a.m. Below overflow	1st Aug. 1923, 11.00 a.m. Below overflow
1st Aug. 1922, 12.00 p.m. Below overflow	1st Aug. 1923, 12.00 p.m. Below overflow
1st Aug. 1922, 1.00 p.m. Below overflow	1st Aug. 1923, 1.00 p.m. Below overflow
1st Aug. 1922, 2.00 p.m. Below overflow	1st Aug. 1923, 2.00 p.m. Below overflow
1st Aug. 1922, 3.00 p.m. Below overflow	1st Aug. 1923, 3.00 p.m. Below overflow
1st Aug. 1922, 4.00 p.m. Below overflow	1st Aug. 1923, 4.00 p.m. Below overflow
1st Aug. 1922, 5.00 p.m. Below overflow	1st Aug. 1923, 5.00 p.m. Below overflow
1st Aug. 1922, 6.00 p.m. Below overflow	1st Aug. 1923, 6.00 p.m. Below overflow
1st Aug. 1922, 7.00 p.m. Below overflow	1st Aug. 1923, 7.00 p.m. Below overflow
1st Aug. 1922, 8.00 p.m. Below overflow	1st Aug. 1923, 8.00 p.m. Below overflow
1st Aug. 1922, 9.00 p.m. Below overflow	1st Aug. 1923, 9.00 p.m. Below overflow
1st Aug. 1922, 10.00 p.m. Below overflow	1st Aug. 1923, 10.00 p.m. Below overflow
1st Aug. 1922, 11.00 p.m. Below overflow	1st Aug. 1923, 11.00 p.m. Below overflow
1st Aug. 1922, 12.00 a.m. Below overflow	1st Aug. 1923, 12.00 a.m. Below overflow
1st Aug. 1922, 1.00 a.m. Below overflow	1st Aug. 1923, 1.00 a.m. Below overflow
1st Aug. 1922, 2.00 a.m. Below overflow	1st Aug. 1923, 2.00 a.m. Below overflow
1st Aug. 1922, 3.00 a.m. Below overflow	1st Aug. 1923, 3.00 a.m. Below overflow
1st Aug. 1922, 4.00 a.m. Below overflow	1st Aug. 1923, 4.00 a.m. Below overflow
1st Aug. 1922, 5.00 a.m. Below overflow	1st Aug. 1923, 5.00 a.m. Below overflow
1st Aug. 1922, 6.00 a.m. Below overflow	1st Aug. 1923, 6.00 a.m. Below overflow
1st Aug. 1922, 7.00 a.m. Below overflow	1st Aug. 1923, 7.00 a.m. Below overflow
1st Aug. 1922, 8.00 a.m. Below overflow	1st Aug. 1923, 8.00 a.m. Below overflow
1st Aug. 1922, 9.00 a.m. Below overflow	1st Aug. 1923, 9.00 a.m. Below overflow
1st Aug. 1922, 10.00 a.m. Below overflow	1st Aug. 1923, 10.00 a.m. Below overflow
1st Aug. 1922, 11.00 a.m. Below overflow	1st Aug. 1923, 11.00 a.m. Below overflow
1st Aug. 1922, 12.00 p.m. Below overflow	1st Aug. 1923, 12.00 p.m. Below overflow
1st Aug. 1922, 1.00 p.m. Below overflow	1st Aug. 1923, 1.00 p.m. Below overflow
1st Aug. 1922, 2.00 p.m. Below overflow	1st Aug. 1923, 2.00 p.m. Below overflow
1st Aug. 1922, 3.00 p.m. Below overflow	1st Aug. 1923, 3.00 p.m. Below overflow
1st Aug. 1922, 4.00 p.m. Below overflow	1st Aug. 1923, 4.00 p.m. Below overflow
1st Aug. 1922, 5.00 p.m. Below overflow	1st Aug. 1923, 5.00 p.m. Below overflow
1st Aug. 1922, 6.00 p.m. Below overflow	1st Aug. 1923, 6.00 p.m. Below overflow
1st Aug. 1922, 7.00 p.m. Below overflow	1st Aug. 1923, 7.00 p.m. Below overflow
1st Aug. 1922, 8.00 p.m. Below overflow	1st Aug. 1923, 8.00 p.m. Below overflow
1st Aug. 1922, 9.00 p.m. Below overflow	1st Aug. 1923, 9.00 p.m. Below overflow
1st Aug. 1922, 10.00 p.m. Below overflow	1st Aug. 1923, 10.00 p.m. Below overflow
1st Aug. 1922, 11.00 p.m. Below overflow	1st Aug. 1923, 11.00 p.m. Below overflow
1st Aug. 1922, 12.00 a.m. Below overflow	1st Aug. 1923, 12.00 a.m. Below overflow
1st Aug. 1922, 1.00 a.m. Below overflow	1st Aug. 1923, 1.00 a.m. Below overflow
1st Aug. 1922, 2.00 a.m. Below overflow	1st Aug. 1923, 2.00 a.m. Below overflow
1st Aug. 1922, 3.00 a.m. Below overflow	1st Aug. 1923, 3.00 a.m. Below overflow
1st Aug. 1922, 4.00 a.m. Below overflow	1st Aug. 1923, 4.00 a.m. Below overflow
1st Aug. 1922, 5.00 a.m. Below overflow	1st Aug. 1923, 5.00 a.m. Below overflow
1st Aug. 1922, 6.00 a.m. Below overflow	1st Aug. 1923, 6.00 a.m. Below overflow
1st Aug. 1922, 7.00 a.m. Below overflow	1st Aug. 1923, 7.00 a.m. Below overflow
1st Aug. 1922, 8.00 a.m. Below overflow	1st Aug. 1923, 8.00 a.m. Below overflow
1st Aug. 1922, 9.00 a.m. Below overflow	1st Aug. 1923, 9.00 a.m. Below overflow
1st Aug. 1922, 10.00 a.m. Below overflow	1st Aug. 1923, 10.00 a.m. Below overflow
1st Aug. 1922, 11.00 a.m. Below overflow	1st Aug. 1923, 11.00 a.m. Below overflow
1st Aug. 1922, 12.00 p.m. Below overflow	1st Aug. 1923, 12.00 p.m. Below overflow
1st Aug. 1922, 1.00 p.m. Below overflow	1st Aug. 1923, 1.00 p.m. Below overflow
1st Aug. 1922, 2.00 p.m. Below overflow	1st Aug. 1923, 2.00 p.m. Below overflow
1st Aug. 1922, 3.00 p.m. Below overflow	1st Aug. 1923, 3.00 p.m. Below overflow
1st Aug. 1922, 4.00 p.m. Below overflow	1st Aug. 1923, 4.00 p.m. Below overflow
1st Aug. 1922, 5.00 p.m. Below overflow	1st Aug. 1923, 5.00 p.m. Below overflow
1st Aug. 1922, 6.00 p.m. Below overflow	1st Aug. 1923, 6.00 p.m. Below overflow
1st Aug. 1922, 7.00 p.m. Below overflow	1st Aug. 1923, 7.00 p.m. Below overflow
1st Aug. 1922, 8.00 p.m. Below overflow	1st Aug. 1923, 8.00 p.m. Below overflow
1st Aug. 1922, 9.00 p.m. Below overflow	1st Aug. 1923, 9.00 p.m. Below overflow
1st Aug. 1922, 10.00 p.m. Below overflow	1st Aug. 1923, 10.00 p.m. Below overflow
1st Aug. 1922, 11.00 p.m. Below overflow	1st Aug. 1923, 11.00 p.m. Below overflow
1st Aug. 1922, 12.00 a.m. Below overflow	1st Aug. 1923, 12.00 a.m. Below overflow
1st Aug. 1922, 1.00 a.m. Below overflow	1st Aug. 1923, 1.00 a.m. Below overflow
1st Aug. 1922, 2.00 a.m. Below overflow	1st Aug. 1923, 2.00 a.m. Below overflow
1st Aug. 1922, 3.00 a.m. Below overflow	1st Aug. 1923, 3.00 a.m. Below overflow
1st Aug. 1922, 4.00 a.m. Below overflow	1st Aug. 1923, 4.00 a.m. Below overflow
1st Aug. 1922, 5.00 a.m. Below overflow	1st Aug. 1923, 5.00 a.m. Below overflow
1st Aug. 1922, 6.00 a.m. Below overflow	1st Aug. 1923, 6.00 a.m. Below overflow
1st Aug. 1922, 7.00 a.m. Below overflow	1st Aug. 1923, 7.00 a.m. Below overflow
1st Aug. 1922, 8.00 a.m. Below overflow	1st Aug. 1923, 8.00 a.m. Below overflow
1st Aug. 1922, 9.00 a.m. Below overflow	1st Aug. 1923, 9.00 a.m. Below overflow
1st Aug. 1922, 10.00 a.m. Below overflow	1st Aug. 1923, 10.00 a.m. Below overflow
1st Aug. 1922, 11.00 a.m. Below overflow	1st Aug. 1923, 11.00 a.m. Below overflow
1st Aug. 1922, 12.00 p.m. Below overflow	1st Aug. 1923, 12.00 p.m. Below overflow
1st Aug. 1922, 1.00 p.m. Below overflow	1st Aug. 1923, 1.00 p.m. Below overflow
1st Aug. 1922, 2.00 p.m. Below overflow	1st Aug. 1923, 2.00 p.m. Below overflow
1st Aug. 1922, 3.00 p.m. Below overflow	1st Aug. 1923, 3.00 p.m. Below overflow
1st Aug. 1922, 4.00 p.m. Below overflow	1st Aug. 1923, 4.00 p.m. Below overflow
1st Aug. 1922, 5.00 p.m. Below overflow	1st Aug. 1923, 5.00 p.m. Below overflow
1st Aug. 1922, 6.00 p.m. Below overflow	1st Aug. 1923, 6.00 p.m. Below overflow
1st Aug. 1922, 7.00 p.m. Below overflow	1st Aug. 1923, 7.00 p.m. Below overflow
1st Aug. 1922, 8.00 p.m. Below overflow	1st Aug. 1923, 8.00 p.m. Below overflow
1st Aug. 1922, 9.00 p.m. Below overflow	1st Aug. 1923, 9.00 p.m. Below overflow
1st Aug. 1922, 10.00 p.m. Below overflow	1st Aug. 1923, 10.00 p.m. Below overflow
1st Aug. 1922, 11.00 p.m. Below overflow	1st Aug. 1923, 11.00 p.m. Below overflow
1st Aug. 1922, 12.00 a.m. Below overflow	1st Aug. 1923, 12.00 a.m. Below overflow
1st Aug. 1922, 1.00 a.m. Below overflow	1st Aug. 1923, 1.00 a.m. Below overflow
1st Aug. 1922, 2.00 a.m. Below overflow	1st Aug. 1923, 2.00 a.m. Below overflow
1st Aug. 1922, 3.00 a.m. Below overflow	1st Aug. 1923, 3.00 a.m. Below overflow
1st Aug. 1922, 4.00 a.m. Below overflow	1st Aug. 1923, 4.00 a.m. Below overflow
1st Aug. 1922, 5.00 a.m. Below overflow	1st Aug. 1923, 5.00 a.m. Below overflow
1st Aug. 1922, 6.00 a.m. Below overflow	1st Aug. 1923, 6.00 a.m. Below overflow
1st Aug. 1922, 7.00 a.m. Below overflow	1st Aug. 1923, 7.00 a.m. Below overflow
1st Aug. 1922, 8.00 a.m. Below overflow	1st Aug. 1923, 8.00 a.m. Below overflow
1st Aug. 1922, 9.00 a.m. Below overflow	1st Aug. 1923, 9.00 a.m. Below overflow
1st Aug. 1922, 10.00 a.m. Below overflow	1st Aug. 1923, 10.00 a.m. Below overflow
1st Aug. 1922, 11.00 a.m. Below overflow	1st Aug. 1923, 11.00 a.m. Below overflow
1st Aug. 1922, 12.00 p.m. Below overflow	1st Aug. 1923, 12.00 p.m. Below overflow
1st Aug. 1922, 1.00 p.m. Below overflow	1st Aug. 1923, 1.00 p.m. Below overflow
1st Aug. 1922, 2.00 p.m. Below overflow	1st Aug. 1923, 2.00 p.m. Below overflow
1st Aug. 1922, 3.00 p.m. Below overflow	1st Aug. 1923, 3.00 p.m. Below overflow
1st Aug. 1922, 4.00 p.m. Below overflow	1st Aug. 1923, 4.00 p.m. Below overflow
1st Aug. 1922, 5.00 p.m. Below overflow	1st Aug. 1923, 5.00 p.m. Below overflow
1st Aug. 1922, 6.00 p.m. Below overflow	1st Aug. 1923, 6.00 p.m. Below overflow
1st Aug. 1922, 7.00 p.m. Below overflow	1st Aug. 1923, 7.00 p.m. Below overflow
1st Aug. 1922, 8.00 p.m. Below overflow	1st Aug. 1923, 8.00 p.m. Below overflow
1st Aug. 1922, 9.00 p.m. Below overflow	1st Aug. 1923, 9.00 p.m. Below overflow
1st Aug. 1922, 10.00 p.m. Below overflow	1st Aug. 1923, 10.00 p.m. Below overflow
1st Aug. 1922, 11.00 p.m. Below overflow	1st Aug. 1923, 11.00 p.m. Below overflow
1st Aug. 1922, 12.00 a.m. Below overflow	1st Aug. 1923, 12.00 a.m. Below overflow
1st Aug. 1922, 1.00 a.m. Below overflow	1st Aug. 1923, 1.00 a.m. Below overflow
1st Aug. 1922, 2.00 a.m. Below overflow	1st Aug. 1923, 2.00 a.m. Below overflow
1st Aug. 1922, 3.00 a.m. Below overflow	1st Aug. 1923, 3.00 a.m. Below overflow
1st Aug. 1922, 4.00 a.m. Below overflow	1st Aug. 1923, 4.00 a.m. Below overflow
1st Aug. 1922, 5.00 a.m. Below overflow	1st Aug. 1923, 5.00 a.m. Below overflow
1st Aug. 1922, 6.00 a.m. Below overflow	1st Aug. 1923, 6.00 a.m. Below overflow
1st Aug. 1922, 7.00 a.m. Below overflow	1st Aug. 1923, 7.00 a.m. Below overflow
1st Aug. 1922, 8.00 a.m. Below overflow	1st Aug. 1923, 8.00 a.m. Below overflow
1st Aug. 1922, 9.00 a.m. Below overflow	1st Aug. 1923, 9.00 a.m. Below overflow</

JUST ARRIVED!

ARATEX



SEMI SOFT COLLARS

Will not wilt, crease, curl or fray. Appears stiff, is soft, launders without starch.

Chatt, Probely & Co., Ltd.

OBTAINABLE FROM:
TAK CHEONG,
50, Queen's Road Central.

ALL-NIGHT RIOT.

100 CASUALTIES.

As a result of a night of rioting, following a rumour that negotiations had broken down in a local colliery dispute, Whitehaven, Cumberland, looked like a town that had been bombarded. Casualties, which include police, exceeded a hundred and shops were looted and damaged.

The dispute at the Whitehaven Company's colliery, which affects 2,500 men, has lasted for seven weeks, and was the subject of a long conference, seeking a settlement.

The streets enacted in Whitehaven streets and through the early hours of the morning are unprecedented.

Following the colliery dispute conference a big crowd gathered near the colliery company's offices which were guarded by a police cordon. As darkness fell there was an ominous charge, and it is said some of the police were roughly used. The force was strengthened and two or three baton charges were made.

POLICE USE STONES.

Then the rougher sections joined forces and made an organised attack on the police. In side streets youths dug up cobble stones and supplied this ammunition to the men.

In a pitched battle the police were compelled to retaliate both with stones and batons. For some time the rioters appeared to be getting the upper hand. One constable, P. C. Hingsworth, had a leg broken through being struck by what was described as a boulder. Fifty men had to be attended to by a doctor and nurse in the police office while stones and bricks were crashing through the windows into the room.

Bleeding heads were numerous among the rioters, and now and again unconscious men were removed from the scene by their friends. When day broke the streets were practically cleared, but on all sides was damaged and disfigured property. The whole of the police station, including the superintendent's private house, resembled a shell-riddled building in a battle area. Every window had been smashed.

The county court offices opposite were badly damaged, and lower down the street was the wrecked house of one of the pit managers.

A raid was made on the fire station, which adjoins the police station. Petrol was poured on doors and set alight, but a number of policemen put the flames out after removing the fire engine. They did so under a fusillade of stones.

SHOP WINDOWS LOOTED.

Between two and three o'clock in the morning gangs of men started on an expedition of looting and destruction in some of the principal business streets. Battering in the windows of shops, they helped themselves to the contents. A boot dealer lost many pairs of boots and shoes, tobacconists' windows were cleared of stock, confectioners lost many boxes of chocolates, and one jeweller was robbed of £200 worth of goods.

It is estimated that well over 60, probably nearly 100, persons received injuries in addition to the policemen.

Police reinforcements have been arriving all day, from Lancashire, Yorkshire, Northumberland, and Durham.

At noon the mayor issued a proclamation calling on all law-abiding citizens to remain indoors at night.

TYPHOON.

(Continued from page 6.)

In the Territories.

The Kowloon-Canton Railway is blocked at the 10½ mile-stone through earth being washed down. At Pai Yau village near Shatin, the Canadian Missionary Society's summer camp was blown down and almost completely demolished.

The catchwater and the police station being built at Shatin were both badly knocked about and partially wrecked.

The Taiipo (Main) Road from the railway crossing at the bridge to Taiipo Market is blocked and even pedestrians cannot use the road, the debris being so profusely littered about. One house in Taiipo new market and one in the old market, collapsed but no fatalities were reported. The Taiipo police station also suffered.

Traffic Paralyzed.

One result of the typhoon was to paralyse the Colony's entire transport service for several hours. The ferry service and the trams, both city and Peak, were unable to resume until the afternoon. Several trams were badly damaged and eight motorbuses were overturned in Kowloon.

Ferry Launch Sinks.

A report reached the Harbour Office this morning that the Shekhi ferry launch "Hing Tung" had sunk off Ki O near Lingling while towing a passenger junk. No lives were lost and it is thought that it will be possible to raise the launch.

Lighthouses O. K.

Telegraphic communication with Gap Rock has been interrupted since 10 a.m. on Saturday but a wireless message has been received to the effect that the typhoon damage there was only slight. At the Green Island station too the damage is immaterial and everything seems to be all right at Waglan.

Rainfall Average Beaten.

To-day's weather report records that the total rainfall recorded since January is 61.79 inches. The average for this period is 61.52 inches.

Peak Havoc.

ROOFS OFF HOUSES.

Naturally the Peak got the full force of the typhoon and extensive damage was done. Most of the houses had their roofs damaged, some very badly through tiles being blown away. Few homes escaped with all their windows intact. The Peak Hotel's windward side suffered especially. Trees and railings were blown down, likewise electric light and telephone wires. All matcheds were destroyed.

"No So Bad."

HOW TELEPHONE LINES FARED.

"Not as badly" as might have expected" was the reply given when a *China Mail* man inquired how the Telephone Company's lines had fared. At Shaukiwan poles were down and lying across the road and parts of Kowloon were in a pretty bad state. There are two cables across the harbour but only one was pulled out so that communication with the mainland was kept up right through. It is anticipated that telephone service will be working satisfactorily again in the course of two or three days.

The Government lines seem to have come off worse than those controlled by the Company. The cable across the harbour is still out of action.

Portents?

MORE TYPHOONS ABOUT.

There are more typhoons about. Warnings issued this morning by the Manila Observatory through the local American Consulate General state:

(1) Warning low-pressure area extending from the China Sea to the Pacific across northern Luzon and the Balingang Channel. A real typhoon may develop later.

(2) Cyclone or typhoon near or over the northern Ladrones or Mariana Islands moving ENE.

11.15 a.m.: Typhoon in about 119 deg. long. E. 19 deg. lat. N. direction unknown.

Cheung Chau Ordeal.

TWENTY PEOPLE PERISH.

An inventory of the damage at Cheung Chau (Dumb-bell Island) has been taken and it has been found that over twenty Chinese members of junks and sampans have perished although no bodies had been recovered up till Sunday afternoon.

Two large and about thirty small fishing junks perished as they were driven from their anchorage in the bay.

In the European residents' section, nearly every house suffered damage. No. 3A suffered the

greatest damage while the cross wall of No. 4 is reported to have collapsed. The flagstaff of the police station which has withstood the onslaughts of many typhoons was blown away while a part of the station was badly damaged. In the Chinese township, all the covers of the shop fronts were ripped away. One Chinese house (unoccupied) totally collapsed. All wharves and the reclamation works were more or less damaged and the electric wires were severed in many places.

Typhoon Confusion.

WHEN THE "LOONGSANG" WENT DOWN.

Saturday morning, with its swift disaster and sudden death, will live long in the Colony's memory. Naturally the task of securing full details while the typhoon was still raging proved excessively hard. Rain and spray made it difficult, if not impossible, always to obtain facts first hand. This confusion led to one distressing report which everyone must regret. A *China Mail* man on the Praya had seen a vessel drifting quickly down the harbour and had watched it for about half an hour before it sank. The Chinese characters on the vessel's side could not be seen, being either under water or obscured by the blinding rain. Judging from the red funnel that it was an Indo-China steamer, he at once got in touch with Messrs. Jardine, Matheson and Co., who confessed, however, that the same difficulties which faced our reporter prevented them from identifying the foundered ship. They could not even say if she was one of their own. Asked if the vessel was the "Loongsang" they were understood to say that she could not be the "Loongsang" as the words used being to the effect that the ship was not there, and the suggestion was made that it might be the "Jade" which bore a close resemblance to the smaller "Sang" boats.

Other versions also stated that the vessel was the "Jade" and yet further reports, equally definite, that she was the "Mingsang." As it was impossible to examine the vessel herself until the strong wind and the heavy sea had subsided, and Messrs. Jardine, Matheson & Co. said when our editor was going to press that they would still be unable to make any definite statement for some hours, owing to the confusion resulting from the typhoon, we gave both reports, taking care to make it clear that the name was still very much in doubt.



HEART PAIN'S CAUSE

Is Most Often Anaemia.

Cure It By Building Up Your Blood.

Many women who have this blood, and whose nerves are unstrung, complain of a sensation around the heart which they describe as 'stifling.' It is an alarming symptom of anaemia, or thin blood, which disappears when the blood is built up and the anaemia overcomes.

The first place where anaemia or thin blood shows is in the lips and gums, which become blanched and in the membranes that line the eyelids. You may be naturally pale and still so healthy, but when these membranes lose their bright red colour your blood is deficient in quality or quantity.

This blood is a danger; it invites disease, because it is too weak to fight the disease germs that are continually trying to invade the system. To build up the blood there is one remedy that has been a household word for a generation. Dr. Williams' Pink Pills for Pale People. They tone up the entire system, make the blood rich and red, strengthen the nerves, increase the appetite, put colour in the cheeks and drive away that unnatural tired feeling.

Tens of thousands of weak women, and men too, have regained health and strength by the use of

DR. WILLIAMS' PINK PILLS during the past thirty years. You can begin your cure at once without delay, for the world-famous Pills are obtainable from medicine vendors everywhere, also direct and post free, a bottle for \$1.50, six for \$8.00, from the Dr. Williams' Medicine Co., 60 Kingston Road, Shanghai.

Are You Going on a Journey?

Chimble's Colic and Diarrhoea Remedy should be packed in your hand luggage when going on a journey. It cures colic, diarrhoea, and all the ailments of the bowels, and is a most reliable remedy for all the ailments of the bowels, and is a most reliable remedy for all the ailments of the bowels.

CORNER IN COPPER.

"DEPLORABLE STATE OF AFFAIRS."

In Hongkong contemporaries we read that there is so great a shortage of copper coins in the Colony that on August 9 the exchange was 88 cents to a dollar, says the *N.C.D. News*. Wild rumours were in circulation, the *China Mail* for instance quoting a statement that the Chinese were smuggling the copper out of the Colony so that they might melt it up for the manufacture of ammunition. The Colonial Treasurer described this as "bunkum," for surely the Chinese would start on their own copper coinage first, and he suggested a combine on the part of money-changers to bring about the present situation. The position is highly instructive for us here in Shanghai who labour under so great a depreciation that yesterday the rate for local coppers was 178 to the dollar. Yet our position seems to suggest that, in spite of all regulations against export of currency, Hongkong is suffering from the information that 100 Hongkong copper cents are in intrinsic value probably the equal of 200 Chinese cents in their present depreciated condition, and reckoning the Hongkong and Chinese dollar as equal in value for all practical purposes, profit according to those who can smuggle Hongkong cents out of the Colony and trade them as copper against Chinese cents. There is no need to trouble about ammunition, for these coppers have only to be sent to the mint and be melted down into Chinese currency to make it a profitable concern. So say the Chinese here, and they ought to know. And if their views are correct, the present specimens of Chinese coppers will not have reached their correct value until they stand at 200 to the dollar. Truly a deplorable state of affairs.

AVIATION BOOM.

SIR SEFTON BRANCKER'S PROPHECY.

At their final general-meeting the 500 delegates of the International Air Congress at the Institution of Civil Engineers, Great George-street, S.W., passed resolutions framed by the various groups. The most important are:

That Governments should now be asked to unite in subsidising long-distance trans-continental air services.

That the International Air Traffic Association should ascertain from the postal authorities of European Governments the aeroplane timetable which would be most suitable for the carriage of mails, and communicate the information to air transport companies.

That the advisability should now be considered of setting up a permanent international commission for the standardisation of aircraft materials and parts.

It was stated in another resolution that from the medical information now accumulated there is no evidence that air pilots deteriorate more rapidly than men engaged in other occupations, but that they maintain a condition above the normal for their age.

Sir Samuel Hoare, Secretary for Air, emphasised the importance of standardising aeroplane materials in view of the development of international air communication.

Airships were of particular interest to the British Government because of a proposed airship route to India and the Far East. Air mails also were of great actual interest to the Government.

A farewell banquet was held at the Hotel Victoria, Northumberland-avenue, W.C., when M. P. E. Fländin, president of the French Aéro Club, said that the proposed increases in the British Air Force, announced recently by our Prime Minister, were tangible evidence that every British subject now realised the vital importance of flying as means of national security.

The Duke of Sutherland, Under-Secretary for Air, said he hoped it would be possible to make international agreements in connection with air armaments which would allow expenditure on commercial airways of money which would otherwise have to be devoted to military air fleets.

Major-General Sir Sefton Brancker, Director of Civil Aviation, prophesied a big stride forward in aviation soon which would restore blood to the "pallid corpses" of recently starved British aircraft manufacturers.

ROXOR

SCOUTING.

ITS FASCINATION.

It is an undisputed fact that Scouting makes a universal appeal to boys the world over. Wherever there are boys, there it is almost true to say, will Scouts be found: from San Francisco westward to Yokohama, from snowy north to sunny south, in every clime and amongst nations of the most diverse characteristics, ranging from the sober Mongol to the excitable Latin and from the impetuous Scandinavian to the impulsive son of the South—everywhere this wonderful movement has taken root, and in a few short years has swept onward with the resistless momentum of a mountain torrent or of a prairie fire. One of its most significant features is its utter spontaneity; it is no cut and dried system imposed upon unresisting and helpless youth by the stern hand of authority, but rather a free and natural growth springing from the gentle pruning and weeding that its cultivators give; in short, the movement runs itself; the driving energy is supplied by the boys themselves, while the seniors provide such guidance and control as they find necessary.

Wherein lies the secret of this great and startling success? What is it in Scouting which makes such an appeal to the boy? It is obvious that this appeal must be something fundamental in nature; something in scouting must touch some of our primary instincts, it must dig down beneath the surface and penetrate to the innermost recesses of the human heart, it must awaken a response from those deep-seated universal characteristics, which proclaim Man's essential Brotherhood despite diversity of race and colour.

"Scratch a boy and you find a savage." Modern investigation has shown that the boy is the counterpart of primitive man. In the early years of life, the human organism turns rapidly through those stages which marked the upward progress of primitive man. Hence, the young boy is in close relation with the animals; and like the animals he has an almost inexhaustible fund of energy demanding an outlet. Scouting provides exactly the outlet that the boy's nature craves. It appeals to the savage in him by training him in the arts of tracking and stalking—arts which were a prime necessity to primitive man if he would live, and are dear to the heart of his modern counterpart, the boy.

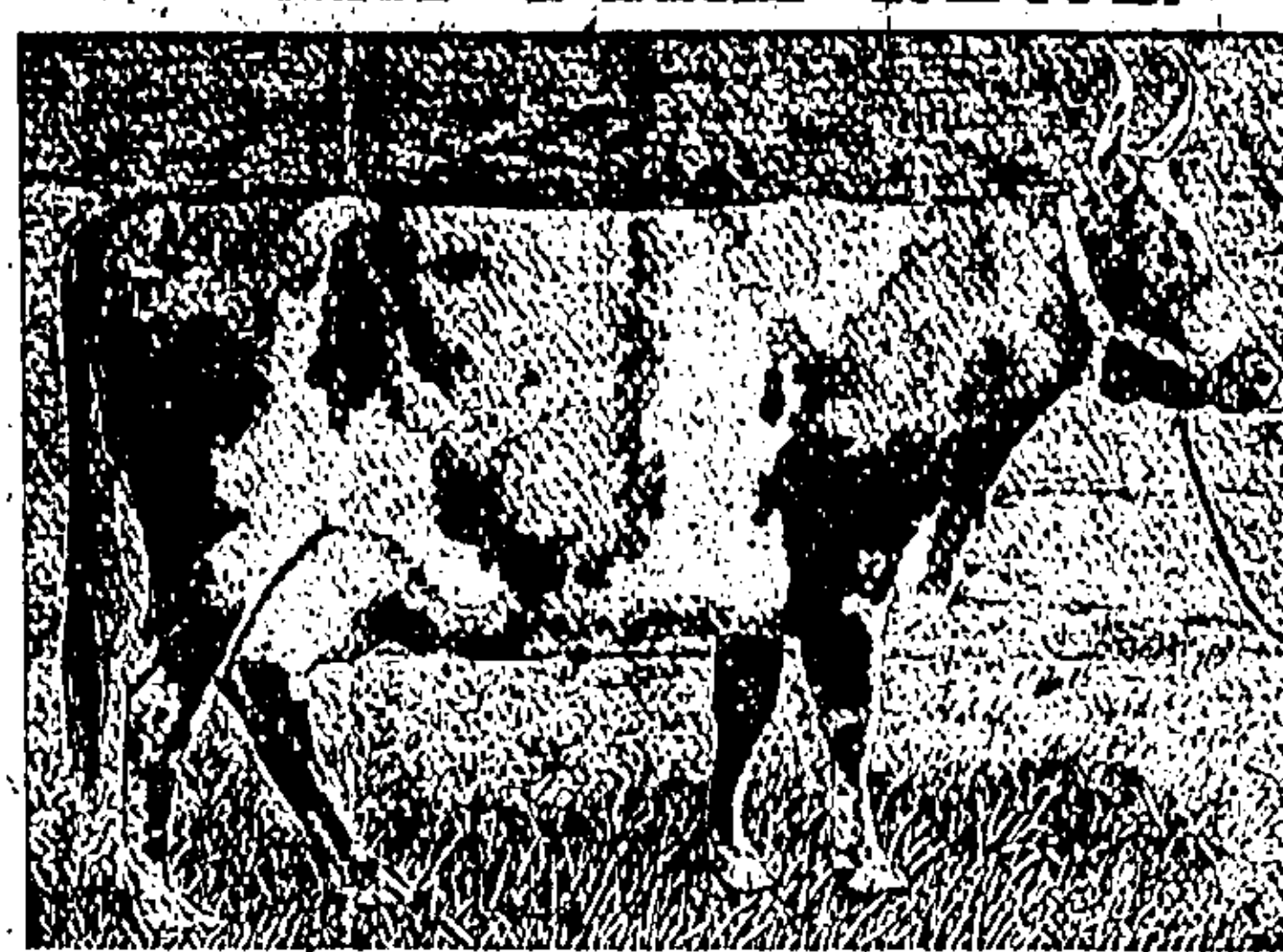
Again in its encouragement of camping and the open-air life, Scouting brings boys back to the bosom of their mother earth, from whom they have not yet strayed far away. Even to us elder people there comes at times the call of the open, when we long to leave behind the respectability and conventionality of civilisation, and to return to primitive ways; but to the boy this call is irresistible. In these ways and in the many games and sham fights, which form part of the Boy-Scout programme, a direct appeal is made to the boy's primitive instincts and a splendid outlet is afforded for the overflowing animal spirits which imperatively demand outward expression.

But while his kinship with the animals is close, the growing boy has other deep-seated feelings rapidly gaining in strength, which mark his superiority to the animals. His reasoning faculties are at this time taking shape and causing him to think. He begins to realise that life has its serious side; that there is a battle to be waged, and that one day he will have to fend for himself. Hence he welcomes with open arms the hundred and one arts and crafts that scouting offers to teach him: such useful occupations as carpentry, electrical work, engineering, farming, and a host of others, satisfy the desire for practical utility and point him along the path which will enable him to take his place as a man among men and will fit him to fight life's battle. Moreover, his quickening intellect is search of food, he is thirst for information of any and every kind; and in the courses of signalling and first-aid, in the exercises which train his powers of observation, and in the contests which test his memory, he finds an ample intellectual nutriment. Scouting gives free play to his creative faculties.

Not only is the boy an animal with all an animal's abounding vitality, not only is he a sentient being with a mind which urges him on to the attainment of practical knowledge, but he is also a spiritual entity possessed of high aspirations, craves it is true but none the less vivid, and filled with noble sentiments struggling to birth, which require direction and encouragement. God made man in His own image, and the divine element present in every boy is putting forth tender tendrils seeking for some firm support on which to lay their hold. Here, all unknown to the boy, Scouting makes its deepest and most lasting appeal.

The boy's imagination is readily fired by tales of adventure and of knightly chivalry. He admires courage, fortitude, generosity, cheerfulness, unselfishness, and

DAIRY FARM NEWS.

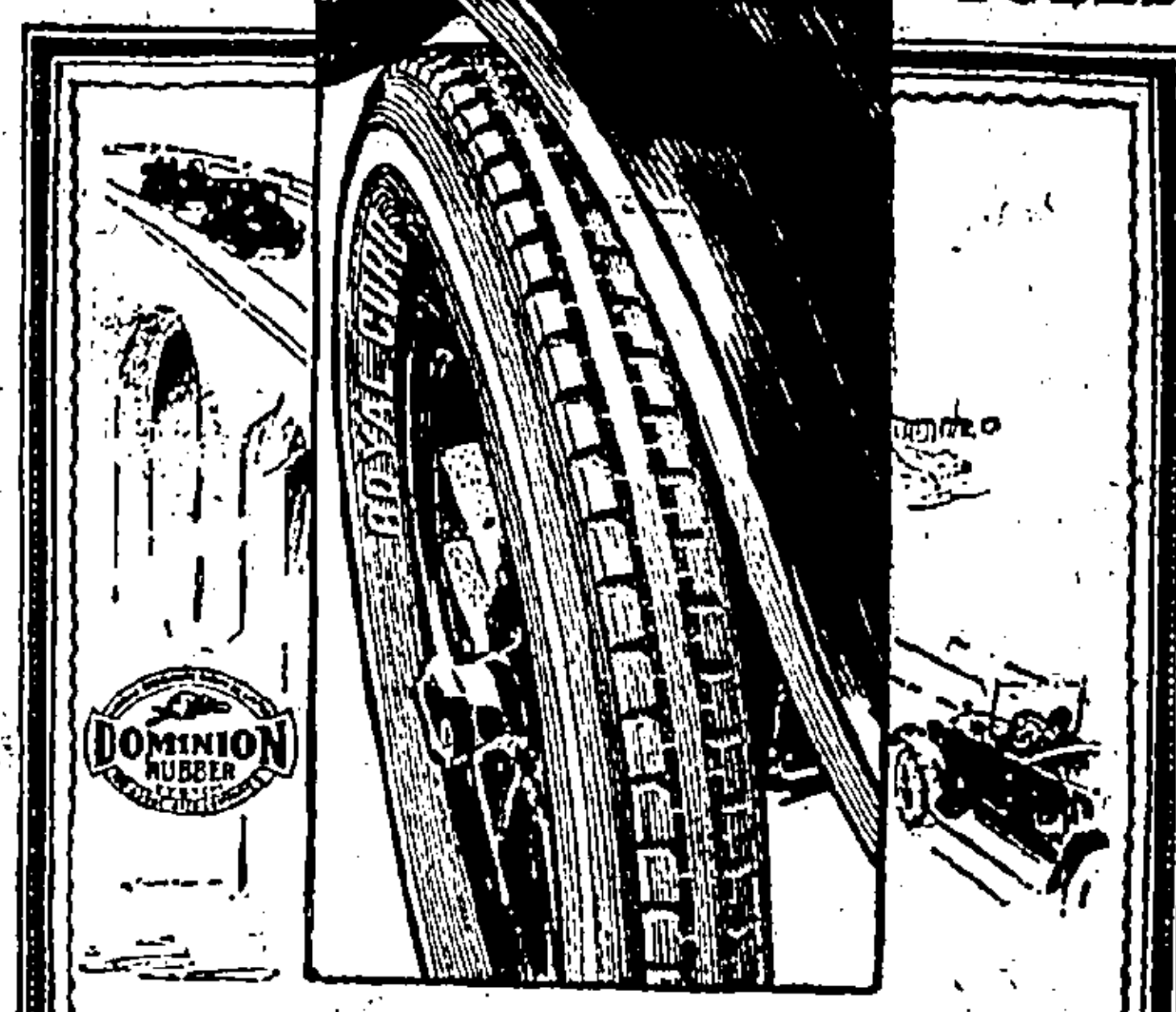


"THE FOSTER MOTHER OF THE HUMAN RACE"

Give your children more DAIRY PRODUCTS

and WATCH THEM GROW

TYRES COMPETITIVE PRICES. ALL SIZES IN STOCK. TUBES



Your friends who use Royal Cord Tyres can give you some excellent advice on the choice of tyres for your own motor car.

United States Rubber Co. (S.A.) Ltd.

SOLE AGENTS: HONGKONG HOTEL GARAGE

Royal Cord
A Dominion Tyre

HOP CHEONG

HIGH CLASS FURNITURE MANUFACTURERS.

DEALERS IN

Swatow Hand-Made Drawn Thread Work

New and Old Embroideries Silk, &c., &c.

No. 55, Queen's Road Central,

HONGKONG, CHINA.

CHEUNG SING 祥

JEWELLERS

Dealers in Chins Jades, Diamonds, Pearls, Precious Stones & Amber-Beads.

78, Queen's Road Central.

Tel. Cent. 2907.

Inspection Cordially Invited.

THE HON SHING COMPANY.

34 Queen's Road, Central.

GENERAL MERCHANTS

IMPORTS—Pine Goods, Metals, Sundries, Chemicals, Machinery, Provision
EXPORTS—Mineral Oils, Rattan Goods, all kinds of Oil, Feathers, Silks and
Furniture, Wares, Silk and Embroideries, Tea and Tobacco Leaf.

perhaps in a lesser degree, kindness, and sympathy. And when he finds, as he does in Scouting, that these high qualities are not mere names, but can be translated into solid, concrete, actions through the medium of the "daily good turn," he gives a ready response to the calls for service and for sacrifice which he continually meets with at every turn of the way.

More than this, the boy of Scouting age is beginning to realise that he is not a solitary unit fighting a lone hand for his personal benefit, that he is part of an organism, whose members act and react upon each other; in short that he belongs to a complex society with certain rights and duties to perform. Daily without him awakes the consciousness that "no man liveth to himself," this, when Patriotism is presented to him in its noblest form, not as an exaltation of one's own nation above all other nations, not as an excuse for a mad scramble for the good things that earth affords to the exclusion of other nations, but as a just pride in his national inheritance and a determination that his nation shall confer the greatest benefit upon the world at large; then some of his deepest feelings are stirred and the inherent nobility of his character prompts him to

universe. Nature fills him with an inexhaustible delight; could he voice his thoughts he might say with the poet: "meadow, grove, and stream, the earth, and every common sight, to me did seem appured in celestial light, tho' he gives a ready response to the calls for service and for sacrifice which he continually meets with at every turn of the way. More than this, the boy of Scouting age is beginning to realise that he is not a solitary unit fighting a lone hand for his personal benefit, that he is part of an organism, whose members act and react upon each other; in short that he belongs to a complex society with certain rights and duties to perform. Daily without him awakes the consciousness that "no man liveth to himself," this, when Patriotism is presented to him in its noblest form, not as an exaltation of one's own nation above all other nations, not as an excuse for a mad scramble for the good things that earth affords to the exclusion of other nations, but as a just pride in his national inheritance and a determination that his nation shall confer the greatest benefit upon the world at large; then some of his deepest feelings are stirred and the inherent nobility of his character prompts him to

—R. D. SHAW.

Next year's Royal Show will be held at Leicester. The attendance at the five days show at Newcastle reached 180,610.



Miss Luise Hohloch, mrs.

Miss Luise Hohloch, 19 a pretty, pink-cheeked girl, from Germany, refused to marry Gottlieb Broisch, of Philadelphia, when he called at Ellis Island Immigration Station, to claim her as his bride, in accordance with arrangements he had made with her parents. She said she did not love him and would not purchase entry into the United States at the price of hypocrisy. Her pluck won, and she was admitted in the custody of the Travelers' Aid Society, where she was to remain until a position could be found for her.



Jack Johnson, mrs.

Jack Johnson, formerly world's champion heavy weight, who has been out of the limelight for some time, stepped back into the public eye when he attended the annual sale of lambs and sheep in the Sheep Meadows in Central Park, New York City, and purchased several meals right on the hoof.



Mr. & Mrs. G.H. Ferguson, mrs.

G. Howard Ferguson is the newly appointed Premier of the Province of Ontario, Canada, succeeding Premier Drury. Mrs. Ferguson is a leader of the Montreal social set.



Lady Anne, mrs.

Ten years old and with 1,300 eggs to her credit—more than any other living hen—Lady Anne is out for the world's record of 1,355 eggs, made by a hen that has long since passed into the feathered heaven. Lady Anne is a White Leghorn, owned by Lyle Funk. She is a scion of real nobility in hennedom and was born in an incubator.



Cyrille Van Dehecke, alleged slayer of John Shureman, of Lawrence, calmly faced his accuser, Mrs. Sophie Shureman, widow of the dead man, in court there. It is alleged that Van Dehecke forced Mrs. Shureman to elope with him and that when she returned to her husband he shot Shureman to death. Van Dehecke is alleged to have a wife and family in Lawrence and another in Reafrew.



Gen. H.J.E. Gouraud, mrs.

When the Germans launched their offensive of July 14, 1918, with which they hoped to win the war, General H. J. E. Gouraud, who had lost his arm in the Gallipoli Peninsula, commanded a French army in the Champagne defensive sector, in France, to which was attached the Forty second American (Rainbow) Division. General Gouraud's intelligence service knew the exact second of the assault, and he had ordered his infantry to fall back, so that his artillery could wipe out the German attackers. The French fell back, as ordered, but the "fightin' fools" of the Forty-second Division forgot how to retreat. Instead, they met the Germans half way and smeared their attack all over the face of France. "Boys, you've ruined my plans of battle!" General Gouraud told their officers, as with tears in his eyes, he thanked them for their "sublime insubordination."



Anna Chandler, mrs.

Anna Chandler, popular vaudeville actress, is the youngest grandmother on the stage and one of the youngest in the country. She is not yet 33. She married at 13, and her daughter, Beatrice, was born a year later. Now the daughter, 19, in private life Mrs. Harry Fox, has given birth to a baby.



Frank Carrick, mrs.

This is Frank Carrick, known as the "husband" of the man-woman arrested as the slayer of Richard O. Tesmer, insurance man who was slain by a "woman" bandit when he fought to save his wife's wedding ring from robbers. The "woman" known as "Mrs. Carrick," turned out to be Fred Thompson a man himself married to Marie Clark. He had disguised himself as a woman for years. Carrick is held as a draft evader, since he secured exemption on the grounds he was married.



Ganna Walska, mrs.

Mrs. Charles H. Sabin, wife of the internationally known banker and financier, has been appointed as New York State's representative on the Women's Advisory Committee of the National Republican Committee, recently created by John T. Adams, Republican national chairman.



John L. Whitfield, mrs.

Charles O. Nevel, mrs.

Marie Price, mrs.

John L. Whitfield, negro desperado, arrested in Detroit, Michigan, after several sensational escapes from other police, has been sent to Cleveland, Ohio, to face trial for the murder of a policeman who had arrested him. While riding to the police station in Whitfield's automobile the negro killed the policeman, burned his body and buried the remains. On his subsequent flight he took with him Marie Price, a 14-year-old white girl. Lieutenant Charles O. Nevel furnished the clues which led to Whitfield's arrest.

L O T O L

BRINGING UP FATHER

